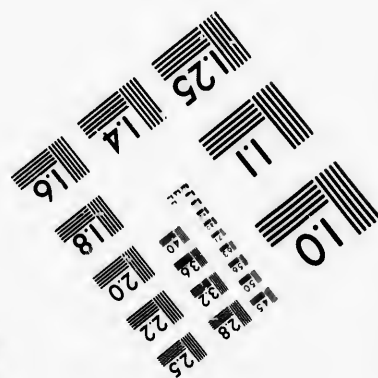
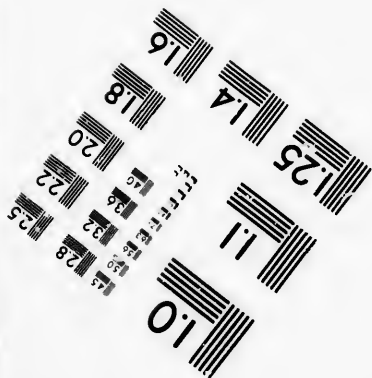
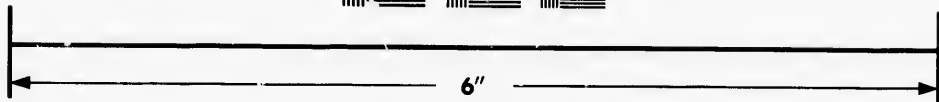
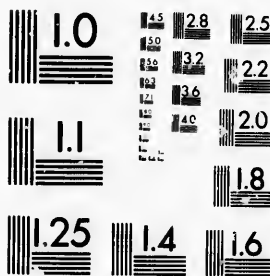


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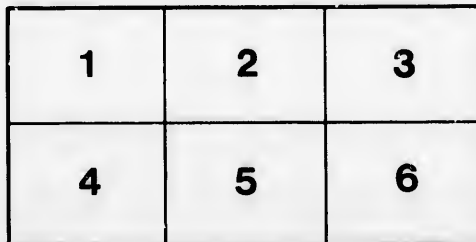
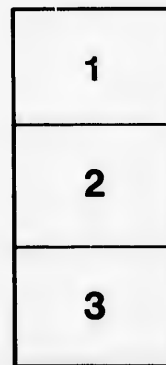
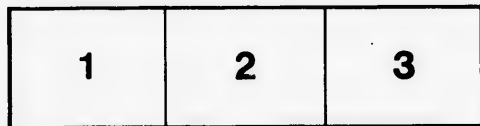
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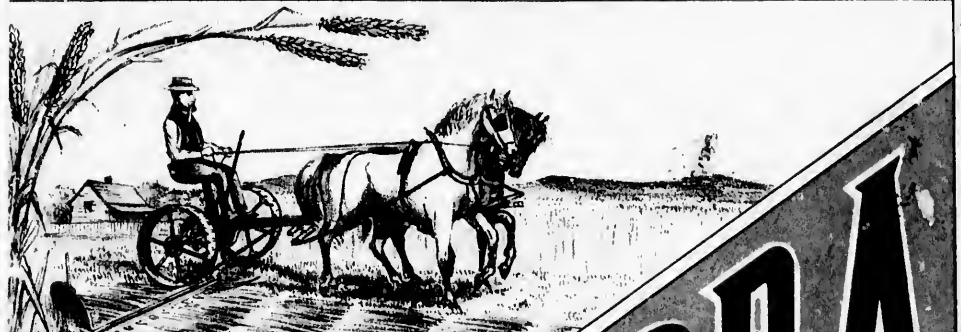
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McDOUGALL'S GUIDE
TO

MANITOBA

NORTH-WEST

AND THE



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The "Chicago, St. Paul & Minneapolis Line" is composed of the Chicago & North-Western and Chicago, St. Paul & Minneapolis Railways, and passengers to secure the advantages of the line, should be sure their tickets read as above, and

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This is the great Government Express and Mail Route to

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St. Paul, Minneapolis & Manitoba and Canada Pacific Railway, St. Paul to Winnipeg.

The St. Paul, Minneapolis & Manitoba Railway, and its Northern Extension—Canada Pacific—are the only Railways running down the Valley of the Red River of the North.

Any Ticket Agent of the GRAND TRUNK, GREAT WESTERN, CANADA SOUTHERN, or other Eastern Trunk Line, will sell you tickets via this route, and will be glad to furnish you Maps, Time Tables, and other information about it. Do not be persuaded to buy via any other line, until you have examined into the merits of this line. Write to or call upon SAMUEL BEATTY, General Canadian Freight Agent for this Line, Rossin House, Toronto, for rates for your Freight, Emigrants' Moveables, Household Goods, Horses, etc. He will give you the very lowest obtainable rates, and will aid you in moving.

(SEE THIRD PAGE OF COVER.)

HUDSON'S BAY CO.

FARMING LANDS

FOR SALE IN

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The HUDSON'S BAY CO. own about 7,000,000 of acres in the great fertile belt, and now offer for sale about

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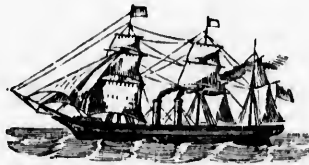
Full Information in regard to these Lands will be given at the Offices of the Company, in Winnipeg and in Montreal.

C. J. BRYDGES,

Land Commissioner.

MONTREAL, CANADA, 1879.

THE DOMINION STEAMSHIP COMPANY.



This well-known and popular line is composed of
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Cabin and Steerage Passage, with

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A First-Class Line,

Unsurpassed for Comfort, Safety and Speed.

 PULMAN PALACE SLEEPING CARS

RUN ON ALL EXPRESS TRAINS BETWEEN

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Baggage Checked through

To all principal points in CANADA and UNITED STATES.

This road is becoming a popular line of transport for Live Stock and Freight for shipment to Europe, *via* Halifax, and offers superior facilities for shipment of freight to and from the Upper Provinces, the gauge being the same as that of the Western Railway.

C. SCHREIBER,

Chief Engineer Govt. Railways in operation.

OTTAWA, December, 1879.

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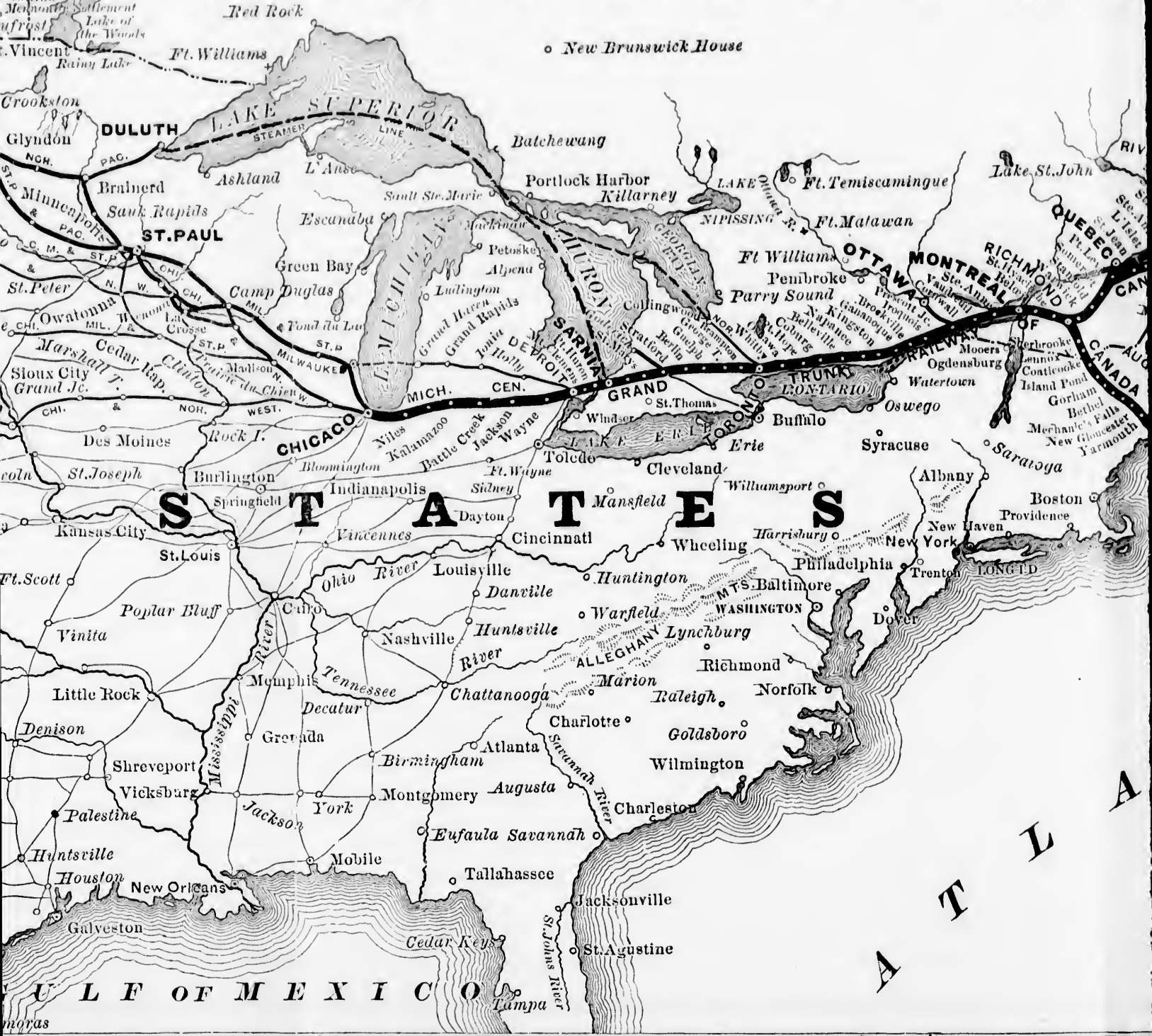
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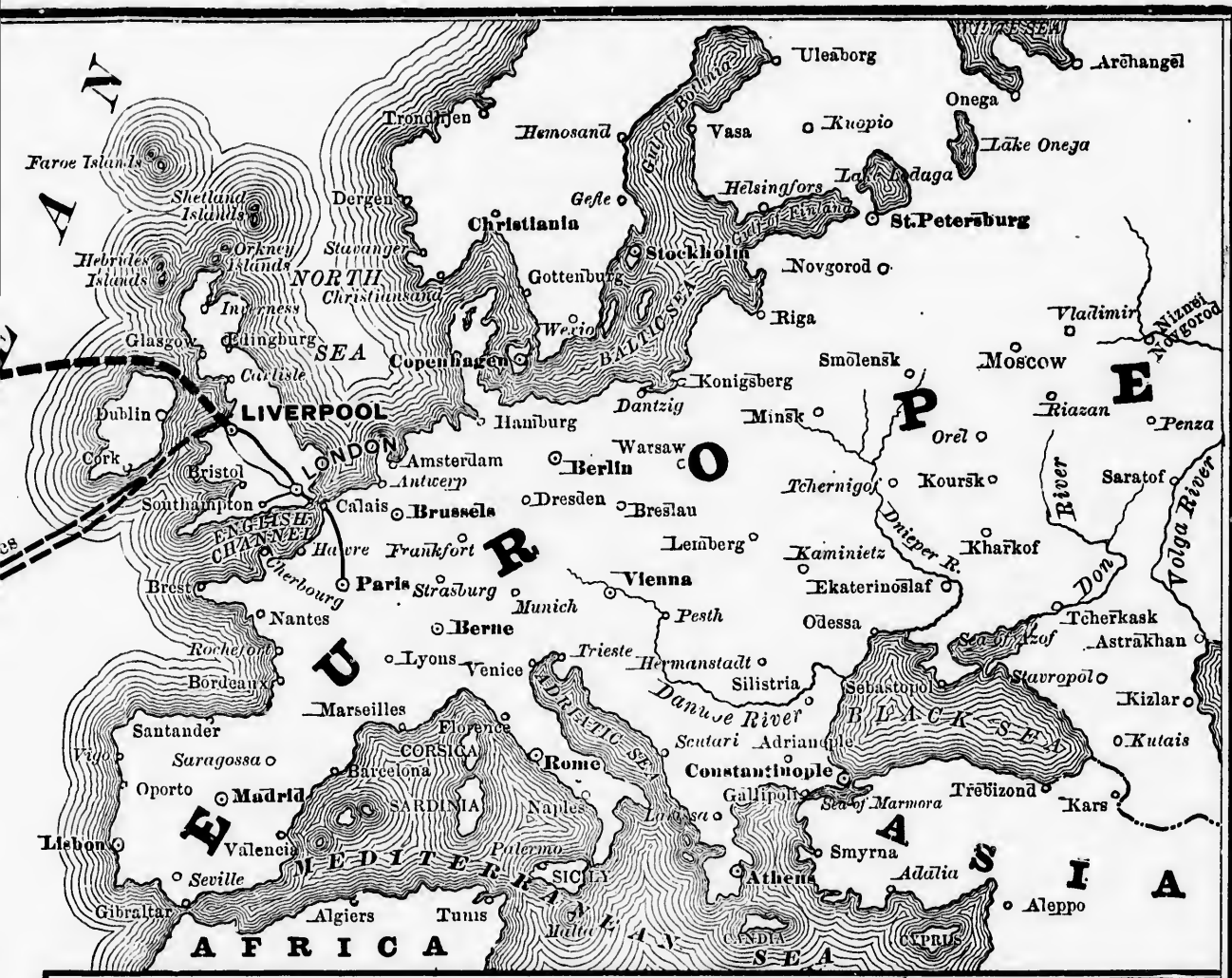
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AND

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A CONCISE COMPENDIUM OF VALUABLE INFORMATION, CONTAINING THE
LATEST FACTS AND FIGURES OF IMPORTANCE TO THE

EMIGRANT, CAPITALIST, SPECULATOR, AND TOURIST,

INCLUDING

THE LATEST GOVERNMENTAL MAPS

AND

Official Land Regulations.

W. B. MACDOUGALL, PUBLISHER.

1880.



1880
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BUFFALO-SKIN LODGE AND RED RIVER CARTS.

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INTRODUCTION.

THE great attention in late years, paid both at home and abroad to the region, of which Manitoba is the centre, has been occasioned by the active measures taken by the Canadian Government to open up and settle the country, and by the wonderful reports as to the extraordinary fertility of the soil, and the unsurpassed inducements offered to immigrants from all parts of the world.

Many circumstances have conspired in the older and more thickly settled countries to direct the attention of the farming classes particularly to new fields of labour and the great prairies of the New Canadian North-west, the praises of which have been heralded by disinterested parties from the Atlantic to the Pacific, and throughout the crowded districts of the Mother Country and other European States and Provinces. This has had the effect of creating an immense influx of strangers, amongst them many men of experience and capital, into the great solitudes of our new and promising territories, which, now with marvellous progress and rapid growth are developing prosperous cities, towns, villages and settlements in different parts of the country.

It is impossible, within the limits of a mere introduction, to give even a summary of the salient points of so vast a country, and it is, therefore, sufficient for our purposes in this chapter to direct attention to the different features of the subject, which will be treated in a brief and concise form under appropriate headings hereafter; but it is not out of place to add here, that in the compilation of this work we have aimed only at the truth, and have endeavoured to collect together just such information as will be of service to those who have heard more or less of the country, and who have some idea of seeking homes in the North-west.

Information of railroad and steanboat connections, transportation, time and distance, etc., serving as a practical guide to the traveller *en route* to the country, and after his arrival, to the interior, is made a special feature of the work.

Of necessity in so limited a compilation, only brief notices and statements can be made, but it shall be our care to give the reader facts and figures of special interest about the country, geographical, historical, political; its climate, health, society, soil and productions: land regulations with the latest government maps, etc.

Of course in preparing a work of this kind, intended as a "Guide" to the visitor or immigrant, we have freely used information obtained from official and private publications, as well as from well conducted journals, and we acknowledge our obligations; but we have not in preparing these extracts, thought it necessary to particularize in our adoption of their work.



REGULATIONS

Respecting the Disposal of certain Public Lands for the purposes of the Canada Pacific Railway.

DEPARTMENT OF THE INTERIOR,
Ottawa, October 14th, 1879.

Public notice is hereby given that the following provisions, which shall be held to apply to the lands in the Province of Manitoba, and in the territories to the west and north-west thereof, are substituted for the Regulations, dated the 9th July last, governing the mode of disposing of the Public Lands situate within 110 (one hundred and ten) miles on each side of the line of the Canadian Pacific Railway, which said Regulations are hereby superseded:—

1. "Until further and final survey of the said railway has been made west of the Red River, and for the purposes of these provisions, the line of the said railway shall be assumed to be on the fourth base westerly to the intersection of the said base by the line between ranges 21 and 22 west of the first principal meridian, and thence in a direct line to the confluence of the Shell River with the River Assiniboine.

2. "The country lying on each side of the line of railway shall be respectively divided into belts as follows:

"(1) A belt of five miles on either side of the railway, and immediately adjoining the same, to be called belt A;

"(2) A belt of fifteen miles on either side of the railway adjoining belt A, to be called belt B;

"(3) A belt of twenty miles on either side of the railway adjoining belt B, to be called belt C;

"(4) A belt of twenty miles on either side of the railway adjoining belt C, to be called belt D; and

"(5) A belt of fifty miles on either side of the railway adjoining belt D, to be called belt E.

3. "The even-numbered sections in each township throughout the several belts above described shall be open for entry as homesteads and pre-emptions of 160 acres each respectively.

4. "The odd-numbered sections in each of such townships shall not be open to homestead or pre-emption, but shall be specially reserved and designated as Railway lands.

5. "The Railway Lands within the several belts shall be sold at the following rates, viz:—In Belt A. \$5 (five dollars) per acre; in Belt B. \$4 (four dollars) per acre; in Belt C. \$3 (three dollars) per acre; in Belt D. \$2 (two dollars) per acre; in Belt E. \$1 (one dollar) per acre; and the terms of sale of such lands shall be as follows, viz:—one-tenth in cash at the time of purchase; the balance in nine equal annual instalments, with interest, at the rate of six per cent. per annum on the balance of purchase money from time to time remaining unpaid, to be paid with each instalment.

6. "The Pre-emption Lands within the several belts shall be sold for the prices and on the terms respectively, as follows:—In the Belts A, B and C at \$2.50 (two dollars and fifty cents) per acre; in Belt D, at \$2 (two dollars) per acre; and in Belt E, at \$1 (one dollar) per acre. The terms of payment to be four-tenths of the purchase money, together with interest on the latter at the rate of 6 per cent. per annum, to be paid at the end of three years from the date of entry; the remainder to be paid in six equal

instalments annually from and after the said date, with interest at the rate above mentioned on such portions of the purchase money as may remain unpaid, to be paid with each instalment.

7. "All payments for Railway Lands, and also for Pre-emption Lands, within the several Belts, shall be in cash, and not in scrip or military or police bounty warrants.

8. "All moneys received in payment of Pre-emption Land shall inure to and form part of the fund for railway purposes, in a similar manner to the moneys received in payment of Railway Lands.

9. "These provisions shall be retroactive so far as relates to any and all entries of Homestead and Pre-emption Lands, or sales of Railway Lands obtained or made under the Regulations of the 9th July, hereby superseded; any payments made in excess of the rate hereby fixed shall be credited on account of sales of such lands.

10. "The Order-in-Council of the 9th November, 1877, relating to the settlement of the lands in Manitoba which have been previously withdrawn for railway purposes, having been cancelled, all claims of persons who settled in good faith on lands under the said Order-in-Council shall be dealt with under these provisions, as to prices of Pre-emptions, according to the belt in which such lands may be situated. Where a person may have taken up two quarter-sections under the said Order-in-Council, he may retain the quarter-section upon which he has settled, as a Homestead, and the other quarter-section as a Pre-emption, under these provisions, irrespective of whether such Homestead and Pre-emption may be found to be upon an even-numbered section or otherwise. Any moneys paid by such person on account of the lands entered by him under the said Order-in-Council, will be credited to him on account of his Pre-emption purchase, under these provisions. A person who may have taken up one quarter-section under the Order-in-Council mentioned will be allowed to retain the same as a Homestead, and will be permitted to enter a second quarter-section as a Pre-emption, the money paid on account of the land previously entered to be credited to him on account of such Pre-emption.

11. "All entries of lands shall be subject to the following provisions respecting the right of way of the Canadian Pacific Railway or of any Government colonization railway connected therewith, viz :

"a. In the case of the railway crossing land entered as a homestead, the right of way thereon, and also any land which may be required for station purposes, shall be free to the Government.

"b. Where the railway crosses Pre-emptions or Railway Lands, entered subsequent to the date hereof, the Government may take possession of such portion thereof as may be required for right of way, or for station grounds or ballast pits, and the owner shall only be entitled to claim payment for the land so taken, at the same rate per acre as he may have paid the Government for the same.

"c. In case, on the final location of the railway through lands unsurveyed, or surveyed but not entered for at the time, a person is found in occupation of land which it may be desirable in the public interest to retain, the Government reserves the right to take possession of such land, paying the squatter the value of any improvements he may have made thereon.

12. "Claims to Public Lands arising from settlement, after the date hereof, in territory unsurveyed at the time of such settlement, and which may be embraced within the limits affected by the above policy, or by the extension thereof in the future over additional territory, will be ultimately dealt with in accordance with the terms prescribed above for the lands in the particular belt in which such settlement may be found to be situated, subject to the operation of sub-section c of section 11 of these provisions.

13. "All entries after the date hereof of unoccupied lands in the Saskatchewan Agency, will be considered as provisional until the railway line through that part of the territories has been located, after which the same will be finally disposed of in accordance with these provisions, as the same may apply to the particular belt in which such lands may be found to be situated, subject, as above, to the operation of sub-section c of section 11 of these provisions.

14. "With a view to encourage settlement by cheapening the cost of building material, the Government reserves the right to grant licenses, renewable yearly, under section 52 of the 'Dominion Lands Act, 1879,' to cut merchantable timber on any lands

Public Lands
Railway.

INTERIOR,
14th, 1879.

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situated within the several belts above described, and any settlement upon, or sale of lands within the territory covered by such licenses, shall, for the time being, be subject to the operations of such licenses.

15. "The above provisions, it will, of course, be understood, will not affect sections 11 and 29, which are public school lands, or sections 8 and 26, Hudson's Bay Company lands.

"Any further information necessary may be obtained on application at the Dominion Lands Office, Ottawa, or from the agent of Dominion Lands, Winnipeg, or from any of the local agents in Manitoba or the Territories.

By order of the Minister of the Interior,

J. S. DENNIS,

Deputy of the Minister of the Interior.

LINDSAY RUSSELL,

Surveyor-General.

W. B. MACDOUGALL,
REAL ESTATE AGENT,

MERCHANDIZE BROKER & ACCOUNTANT,

WINNIPEG, MANITOBA.

Land Claims attended to. Collections made, Real Estate farm and city property, bought and sold on commission. Loans negotiated. Houses and farms rented. General agency business for Manitoba and the North-West.

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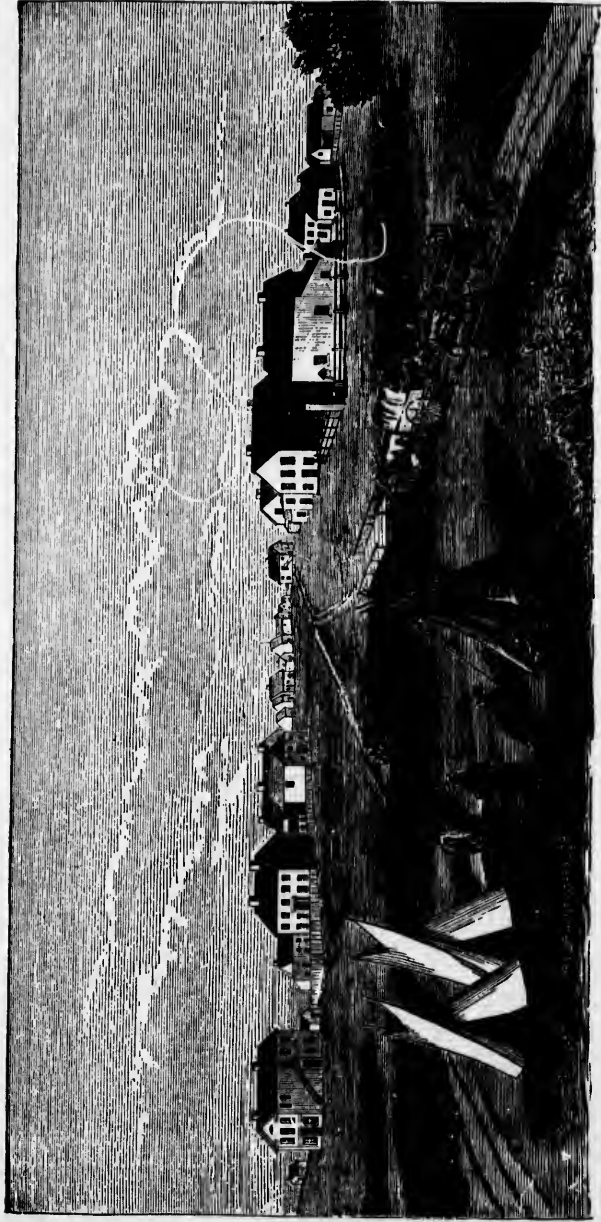
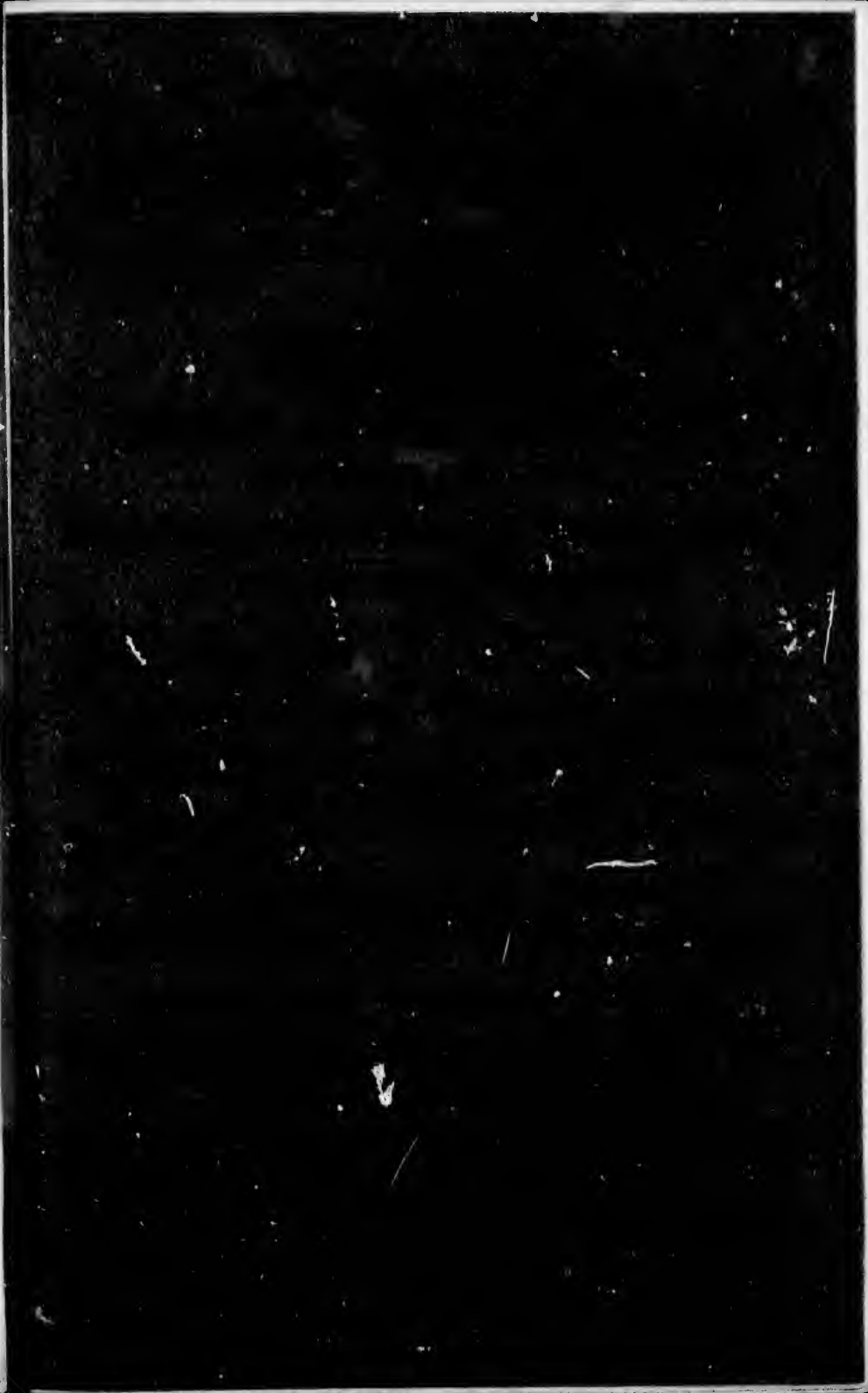


Fig. 1 A View of Winnipeg in 1872.

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A View of Winnipeg in 1872.



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GENERAL FEATURES OF THE COUNTRY

LOCATION AND AREA OF MANITOBA.

CLIMATE AND LENGTH OF SEASONS.

FORM OF GOVERNMENT—HOMESTEAD LAW—POPULATION—CITIES, TOWNS, AND VILLAGES
—RIVERS AND LAKES—SOIL AND PRODUCTIONS—STATISTICS—RAILWAY CONNECTIONS
—NAVIGATION—THE NORTH-WEST TERRITORIES—FUTURE GREATNESS.

THE Province of Manitoba contains about 9,000,000 acres, of this the Hudson Bay Company's one-twentieth ownership, and school reserves amount to 707,680 acres, leaving available 8,300,960 acres (including half-breed reserves now nearly all allotted) within the present boundary of the Province, being about 120 miles from east to west, and 100 miles North and South. The Province lying between the parallels of 49° and 50°, 2" of North latitude, and 96° and 99° of West longitude, occupies nearly the actual centre of the North American continent, is nearly equally distant between the pole and the equator, and the Atlantic and Pacific Oceans.

Climate and Seasons.

The climate of the Province gives conditions of decided heat in summer and decided cold in winter. The snow goes away and ploughing begins in April, which is about the same as in the older Provinces of Canada, and the Northern United States on the Atlantic Seaboard, and the Northwestern States, Minnesota and Wisconsin. The crops are harvested in August and September. The long sunny days of summer bring vegetation of all sorts to rapid maturity. The days are warm and the nights cool. Autumn begins about the 20th September, and lasts till November, when the regular frost sets in. The winter proper comprises the months of December, January, February, and March. Spring comes in April. The summer months are part of May, June, July, August and part of September. In winter the thermometer sinks to thirty and forty degrees below zero; but this degree of cold in the dry atmosphere of the North-West does not produce any unpleasant sensations. The weather is not felt to be colder than that in the Province of Quebec, nor so cold as milder winters in climates where the frost, or even a less degree of cold than frost, is accompanied with dampness. In times of wind storms, however, the cold is found to be specially searching. The testimony of settlers is universal as to the fact that the winter is on the whole, both pleasant and healthy; and former residents of both Ontario and Quebec state that they like it quite as well as that of those Provinces.

Snow does not fall on the prairies to an average greater depth than twelve inches, and horses graze out of doors all winter. They scratch the snow off the prairie grass, and grow fat upon it. Horned cattle graze out of doors part of the winter, but in some states of the weather they require to be brought in. Instances are, however, stated in which horned cattle have grazed out all winter.

The following table will serve for comparison between the summer temperatures of the Red River and the countries south :

	June	July	August	Summer Mean.
Red River.....	69.10	71.16	63.03	67.76
Chicago.....	62.07	70.08	68.05	67.03
Iowa.....	66.04	70.05	68.09	68.06
Wisconsin.....	61.07	68.06	65.07	65.03
New York.....	64.02	68.05	66.07	66.05
Toronto.....	64.02	67.95	65.00	66.98

It will thus be seen that the summer is warmer than Northern Illinois, Western Wisconsin, Northern New York, or Toronto, Ontario. In relation to agriculture, the intensity of winter cold is not injurious, and its effect upon physical comfort is mitigated by the clear dry winter atmosphere.

It has been stated that the climate of Manitoba is pleasant and healthy. It may be added, the dryness of the air, the character of the soil, which retains no stagnant pools to send forth poisonous exhalations, and the almost total absence of fog or mist, the brilliancy of its sunlight, the pleasing succession of its seasons, all conspire to make Manitoba a climate of unrivalled salubrity, and the future home of a healthy, prosperous people, strong in physical, intellectual and moral capabilities. Fevers and consumptions are almost unknown, and diseases of an epidemical character have been never known to prevail.

The average fall of snow is about six inches per month. The snow falls in small quantities at different times, and is rarely blown into drifts so as to impede travelling.

At the present time the population may be roughly estimated at seventy-five thousand.

Form of Government.

The form of Government is similar to that of the other Provinces of the Dominion, but the Legislative Council being abolished by Act of the Legislature, the Legislature consists only of a Legislative Assembly of twenty-four members, representing twenty-four constituencies.

The Executive consists of the Lieutenant-Governor, a Provincial Secretary, acting also as Attorney-General, a Provincial Treasurer, Minister of Public Works, and Minister of Agriculture, who is also President of the Council.

Homestead Law.

A liberal Homestead Law is in force in Manitoba, which exempts from seizure the debtor's ordinary furniture, tools and farm implements in use, also "one cow, two oxen, one horse, four sheep, two pigs, and the food for the same for thirty days," and "the land cultivated by the debtor, provided the extent of the same be not more than *one hundred and sixty acres*, in which case the surplus may be sold with privileges to first mortgages. The house, stables, barns, fences on the debtor's farm, are, by this act, declared free from seizure, by virtue of all writs of execution issued by any court of this Province." No limit is placed on the value of the farm or home thus secured to the family, whatever its value may become. It may be safely asserted that this law will greatly advance immigration to this Province, and prove a blessing to thousands of worthy and honest men, women and children for every *one* unworthily shielded by its provisions.

Soil and Productions.

The soil of Manitoba, which is mostly prairie, and covered with grass, is a deep alluvial deposit of unsurpassed richness. It produces beautiful crops of cereals, grasses, roots and vegetables. So rich and inexhaustible is the soil that wheat has been cropped off the same place for fifty years without manure, and without showing signs of exhaustion. It is especially a wheat-growing soil, and is believed to contain the most favourable conditions for the growth of this grain on the continent.

As bearing on the particular advantages of Manitoba for the cultivation of wheat, the following analysis of a specimen of the alluvial soil from the prairie of the Province of Manitoba is given. It is by Professor V. Emmerling, Director of the Chemical Laboratory of the Agricultural Association of the University of Kiel, Holstein, Germany :—

(Translation of Letter to Senator Emil Klotz.)

“ KIEL, 29th April, 1872:

“ HON. SENATOR :

“ The analysis of the Manitoba soil is now completed, and the result is in 100,000 parts :—

Potash.....	228.7
Sodium.....	33.8
Phosphoric Acid.....	69.4
Lime.....	682.6
Magnesia.....	16.1
Nitrogen.....	486.1

“ Yours truly,

“ (Signed) V. EMMERLING.”

(Extract from Letter of Senator Emil Klotz to Jacob E. Klotz, Agent for the Dominion Government.)

“ KIEL, 4th May, 1872.

“ After considerable delay, I succeeded in obtaining the analysis of the Manitoba soil from Professor Emmerling, Director of the Chemical Laboratory of the Agricultural Association of this place, and hope it may be of service to you. Annexed I give you our analysis of the most productive soil in Holstein, whereby you will see how exceedingly rich the productive qualities of the Manitoba soil are, and which fully explains the fact that the land in Manitoba is so very fertile, even without manure.

“ The chief nutrients are, first nitrogen, then potash and phosphoric acid, which predominates there ; but what is of particular importance is the lime contained in the soil, whereby the nitrogen is set free, and ready to be absorbed in vegetable organisms. The latter property is defective in many soils, and when it is found defective recourse must be had to artificial means by putting lime or marl (a clay which contains much lime) upon the same.

“ According to the analysis of the Manitoba soil, there is no doubt that to the farmer who desires to select for his future home a country which has the most productive soil and promises the richest harvest, no country in the world offers greater attractions than the Province of Manitoba, in the Dominion of Canada.

“ Analysis of the Holstein Soil and Manitoba Soil compared :

	Holstein Soil.	Excess of Properties of Manitoba Soil.
Potash.....	30	198.7
Sodium.....	20	13.8
Phosphoric Acid.....	40	29.4
Lime.....	130	552.6
Magnesia.....	10	6.1
Nitrogen.....	40	446.1”

The facts above stated sufficiently account for the popular experience of the remarkable production of wheat in the Province of Manitoba.

Oats, barley, rye, potatoes, etc., are less restricted in their range, growing five degrees beyond wheat in the Mackenzie River Valley to the Arctic Circle. Barley is a favourite alternate crop for wheat in Manitoba, and yields very large returns—with a weight per bushel of from 50 to 55 pounds. Oats also thrive well.

It has not yet been demonstrated by experiment whether fruit trees, such as apples, will flourish on the open prairie. But it appears from experience in Minnesota that they will in connection with shelter and forest tree planting. There is, however, no doubt that the hardier kinds of apple will do well in Manitoba. This has been sufficiently established.

Although flax and hemp succeed well in Manitoba, the want of markets has prevented their culture, except to a limited extent. Bees do well here, as in similar northern climates; the clear skies and rich flora being favourable for them. They live better through the long, cold, dry winters, and consume less honey than in the milder and more humid winters of more southern latitudes.

The grasses grow rich and luxuriant for twelve hundred miles north of the southern boundary of Manitoba.

The quality of the beef and mutton raised has been pronounced of superior excellence. Among the peculiar advantages of Manitoba, for stock-raising and wool-growing, the most prominent are : 1st. The richness and luxuriance of the native grasses ; the grass is mainly cut on the swamps and meadows, which chequer the prairies or fringe the streams and lakes. 2nd. The great extent of unoccupied land, affording for many years to come a wide range of free pasturage. 3rd. The remarkable dryness and healthfulness of the winter. Wool grows heavier, and mutton, beef and pork are sweeter and more juicy. It is nearly forty years since the introduction of sheep into Red River, and no case of any disease attacking them has ever been known or heard of. Well-fed ewes produce fleeces from 2 to 3½ pounds. Wethers produce fleeces from 6 to 8 pounds, the wool being of a good quality.

All root crops and vegetables attain enormous size. Early Rose potatoes were sent from here to the great International Exhibition at Philadelphia, which weighed from 2½ to 3½ pounds each, and received honourable mention and awards ; also, other vegetables and cereals, *fac-similes* in wax of potatoes were also shown at the Paris Exhibition, and received awards. Samples of "Fife" and "Golden drop" spring wheat grown here received a medal and awards at both exhibitions.

The average yield of wheat in Manitoba, deducted from the aggregate of local estimates (not official) is twenty bushels to the acre, the range of ordinary yields being from fifteen to thirty-five. Experience has taught us to allow largely for the disposition to base general inferences on the most striking and notorious instances, and for the general habit of confounding a usual result with an average one.

The official returns of Minnesota, which is considered the best wheat-growing State in America, set down the average production at seventeen bushels to the acre.

A comparison of the yield of wheat for past years at Manitoba, with the best districts of the United States, will show its superiority over them, viz. :

Manitoba Spring Wheat, average production, 20 bushels per acre.				
Minnesota do	do	17	do	do
Wisconsin do	do	14	do	do
Pennsylvania do	do	15	do	do
Massachusetts do	do	16	do	do

The weight as compared with that of the following States, is

Manitoba Spring Wheat	.....	63 to 66 lbs.	to the bushel.
Minnesota do	.....	60 to 65 lbs.	do
Illinois do	.....	52 to 58 lbs.	do
Ohio do	.....	57 to 60 lbs.	do
Pennsylvania do	.....	57 to 60 lbs.	do

The soundness and fulness of the grain is unmistakably indicated by the fact, that it will command a higher price than any Western State grain, when it goes to market unmixed and well cleaned.

The fact established by climatologists that "the cultivated plants yield the greatest products near the Northernmost limit at which they will grow," is fully illustrated in our productions. It is a well known fact that, in Southern latitudes, the warm spring develops the juices of the plant too rapidly. They run into the stalk and leaf to the neglect of the seed.

An important feature in the soil of our prairies is, that its earthy materials are minutely pulverized, and is almost everywhere light, mellow, and spongy.

With these uniform characteristics, the soils are of different grades of fertility, according to local situation. The limestone sub-strata of this region, with its rich, deep, calcareous loam and retentive clay sub-soil, is always associated with a rich wheat development, while its hot and humid summers, fulfil all the climatological conditions of a first rate wheat country. Some fields on the Red River have been known to produce twenty successive crops of wheat without fallow or manure, and the yield has frequently reached as high as forty bushels per acre.

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How to Reach the Country.

The cost of conveyance from any part of Canada to Manitoba is exceedingly moderate, and the steamers from Great Britain are now so numerous, that the transport of a family from any part of the United Kingdom or from Canada to the great wheat growing and cattle raising districts in the North-West, is hardly appreciable when the advantages offered are considered.

A continuous line of railway now exists from Quebec, Montreal, Toronto, and indeed every town and village throughout the Dominion, to Winnipeg. An alternative route is offered by railway to Sarnia or Collingwood, and then by first-class steamers to Duluth, at the head of Lake Superior, where direct railway communication exists with Winnipeg.

This lake route will be greatly improved as soon as the railway now under construction from Thunder Bay on Lake Superior to Winnipeg is completed, and the cost and time of conveyance will also be materially lessened.

At present the cost of carriage for each person is as follows:—

By rail all the way, from Montreal through Chicago:

1ST CLASS.	EMIGRANT.
\$59.25	\$29

From Montreal to Sarnia or Collingwood, and thence by the Lakes via Duluth:

1ST CLASS.	EMIGRANT.
\$52	\$24

Cattle, goods, and agricultural implements are taken at reasonable charges by either route.

The lines of steamers from Liverpool, Glasgow, London, Bristol, and Irish ports, carry cabin passengers at from £10 to £18 to Quebec, according to accommodation, and emigrants at from £3 10s. to £6 6s. per head.

The time occupied by these steamers is from 9 to 12 days, and from Quebec to Winnipeg the time is 4 days by railway throughout, and by way of the lakes 6 days.

Settlers from Europe can therefore reach Manitoba in 14 days from Liverpool, and from any part of Canada, in 4 days or less, at a small outlay.

Hints as to Capital Required.

A settler who wants to take up land in Manitoba, can by an outlay of \$2,000 or £400 sterling, secure 160 acres of land in fee, if he pays \$5 an acre for it, and provide himself with a reasonably comfortable house, barn, stable, pair of oxen, cow and pigs, ploughs, harrows, and all that is necessary to give him a fair start and a certain competency and happy home for the future.

The taxes are of course much less than either in Canada or Great Britain.

In other words, a man with a family can establish himself comfortably, on a farm solely belonging to himself, and without any rent to pay, or leasehold obligations of any kind, and which is his property in fee for ever, for a sum which will not equal the average per acre of rent and taxes payable in Great Britain *annually* for a farm of equal size. He can do this for less by taking up a homestead and pre-emption right from the Government. If he buys land either from Government or from private parties, his payment of say \$5 an acre, will be spread over at least 7 years, the annual amount due being paid out of the surplus earnings of the farm, and being practically therefore not felt as an item in his ordinary annual expenditure.

By buying land on the reasonable terms offered as regards terms of payment, a settler with \$500 or \$1,000 can establish himself very comfortably, and rapidly become independent, and the owner of his land in fee. Settlers without any means can by hard work obtain a home for themselves by taking up Government land as a homestead.

Cost of Transport for Crop.

Within two years, as soon as the other Canadian railways are completed, grain will be taken from any point as far west as Fort Ellice to Thunder Bay on Lake Superior, and put into elevators there, for probably 15 cents a bushel, but certainly never to exceed

Propellers will take it from the elevators, and passing through the Lakes and the enlarged Welland Canal, will deliver it in Montreal for.....	10	“
From Montreal to Liverpool the average freight may be taken at 5s. sterling a quarter, which is equal to per bushel.....	15	“

Total..... 45 cents.

Farmers in Manitoba now state that the cost of raising wheat does not exceed, if it reaches, 40 cents a bushel. So that wheat will therefore be grown in Manitoba and delivered in Liverpool at a cost to the producer, including all charges for transport, of 85 cents a bushel, or 28s. 4d. a quarter.

With wheat selling in England at 40s a quarter, there is thus an enormous profit to be made by the wheat grower in Manitoba and the North-West.

The average price of wheat in England for the 30 years from 1849 to 1878 was 53s. a quarter—the highest price being 73s. 11d. in 1855, and the lowest 39s. 7d. in 1851.

At the rate at which settlers are now pouring into the country, all the wheat grown in Manitoba for the next two or three years, until the railways now being constructed are completed, will be required for food and seed.

Up to the end of 1878 (the last official returns), upwards of two millions of acres of land had been taken up by actual settlers in Manitoba and the North-West. That quantity is now undoubtedly increased to nearly three millions.

Government Grants of Land.

The Government grants homesteads on alternate sections on each side of the railway, of 160 acres free, and allows settlers to take up an additional 160 acres on the alternate sections on “pre-emption,” at prices ranging from \$2.50 to \$1 an acre. They also sell lands at prices ranging from \$5 an acre on the other sections on each side of the railway.

School System.

In addition to the excellent education now obtainable in the City of Winnipeg, the Government have reserved two sections in each township for school lands, the proceeds of which, as sold, is to be applied to the establishment of good schools. In every part of the country, therefore, as fast as settlement progresses, schools will be provided, where good education can be obtained for children. Municipal organization is also being put in force already in the older settlements, and will be extended as population grows, so that all reasonable wants of settlers will be fully provided for.

Timber and Fuel Supply.

The railway line from Winnipeg to Thunder Bay passes through most extensive timber districts near Rat Portage, where large saw mills are now in course of erection, and which will supply at moderate prices all the lumber required for buildings and fences in the western part of the country.

Considerable quantities of timber for building purposes, and for fuel also, exist on the banks of all the rivers and creeks, and there are in addition groves of poplar all over the country. No difficulty will be found to exist as regards timber both for building or fuel.

Coal.

Large deposits of coal have been discovered on the Saskatchewan river and also on the Assiniboine. The former has already been worked to some extent, and the quality is pronounced by all who have used it as excellent.

There will be ample fuel of both coal and wood to be distributed by the lines of railway now constructing, in addition to the timber which is found on the banks of all the rivers.

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Rivers.

Having given the reader a short outline of Manitoba, its climate, seasons, soil and productions, we will now make mention of the rivers of the Province and of the North-west which are the most important water courses.

THE RED RIVER.

This long winding river rises in Otter Tail Lake, and Traverse Lake in Minnesota, U. S., and empties into Lake Winnipeg, about 105 miles from the southern and international boundary of the Province of Manitoba. Its entire length is 700 miles, but its crooked course makes the distance by water nearly 200 miles from the United States boundary line to Lake Winnipeg, where it has three mouths entering the lake through deep marshes. The river is navigable the entire distance. Its banks are from twenty to thirty feet high, and are lined with a heavy fringe of timber, comprising chiefly poplar and tamarac, with a mixture of oak, elm and birch. The woods appear heavier and more continuous on the eastern side of the river than on the western, and beyond this forest line to the eastward and to the westward the vast prairie extends as far as the eye can reach, dotted here and there on the bluffs, and along the numerous creeks, with groves of trees.

The prairie, as a general rule, is level, although in some parts it is slightly undulating, and everywhere it has an inclination towards the river. The soil varies slightly in some parts of the Province, but is chiefly of an alluvial black argillaceous mould, rich in organic deposit, and rests at a usual depth of two and a-half feet on the prairie, and from two and a-half feet to twenty feet on bottom lands. There are swamps and marshes here and there, but on examination they will be found to possess a firm bottom of alluvial soil, similar to the prairie, and so hard that horses and cattle can wade through them in every direction, and as they are generally at a much higher level than the streams, the channels of which are deep, it will not be a difficult matter to drain them so as to bring them under cultivation, when they will prove perhaps to be the finest land in the Province.

From Emerson, a thriving town on the boundary line, to Winnipeg along the river we pass through four parishes, those of St. Agathe, St. Norbert, St. Vital, and St. Boniface. At Winnipeg the Assiniboine River empties into the Red River.

Leaving the capital of the Province, the traveller enters upon one of the main highways of the country, along which are many fine farms and houses, and here and there a church.

From Winnipeg to Selkirk, a distance of twenty miles along the western bank of the river, you pass through the parishes of Kildonan, St. Andrews, St. Clements and then the St. Peter's Indian Reserve is reached, where the country gradually declines until it sinks into swamps and marshes, where the river empties into Lake Winnipeg. The character of the soil along the road we have just travelled, from Winnipeg to St. Andrew's, is a black loam, after which the land becomes lighter in character, and towards the bank of the river, somewhat mixed with gravel. From St. Andrew's downwards, the soil cannot be surpassed for wheat growing.

THE ASSINIBOINE RIVER.

This river, by its very winding course, is over 600 miles in length. For 220 miles from its mouth, its course is nearly west, and beyond that for 200 miles in direct distance, its course is north-westerly. At 220 miles west from its mouth it turns northward and receives its tributary, the River Qu'Appelle. Ascending the river seventy miles, to the Sand Hills, the country through which it flows is of the same rich alluvial character as the Red River. Beyond that is a sandy tract, fifty miles in length westward. Then for about 100 miles further west, to where it turns northward at the mouth of the Qu'Appelle, and for nearly fifty miles north of that, this river may be considered the boundary line between the rich prairie region, and the inferior and light sandy soil south and west of it. Between the Sand Hills and the Qu'Appelle, the Assiniboine receives on the north side five considerable tributaries, from fifty to 150 miles in length. The river is navigable at high water as far as the Little Saskatchewan River, and boats run regularly to Portage La Prairie from Winnipeg.

THE SASKATCHEWAN RIVER.

The north and south branches of the Saskatchewan River have their sources in the Rocky Mountains, but a few miles apart. From their nearly common source, the north branch diverges north-eastward, and the south branch, or Bow River, south-eastward, till at 250 miles due eastward they attain a distance of 300 miles from each other, then gradually approaching, they meet at 550 miles eastward from their source. The length of the north branch is put at 775 miles, and that of the south branch at about 810 miles.

From this junction the course of the main Saskatchewan to Lake Winnipeg is 282 miles, this makes the whole length of the river, from the source of the south branch to Lake Winnipeg, 1092 miles. Following the north branch the total length to Lake Winnipeg, is 1,054 miles.

The character of the soil in the country drained by the Saskatchewan is of a very superior quality. Already the country is settling up rapidly, and men of capital and experience are pushing their enterprises in this direction. Steamers run to Edmonton, a distance by river of 1,200 miles.

THE RED DEER, BOW AND BELLY RIVERS

Are tributaries of the south branch of the Saskatchewan, having their source in the eastern slope of the Rocky Mountains, and drain a beautiful and fertile region, eight times greater in extent than the present Province of Manitoba.

ROOT OR CARROT RIVER

Rises in rich lands, 60 miles south-west from the forks of the Saskatchewan, and flows through a wooded country with many lakes, generally from 30 to 50 miles south of the Saskatchewan, into which it falls after a course of about 240 miles. It is estimated there are three millions of acres of land of first quality between this river and the Saskatchewan.

RIVER QU'APPELLE

Has its source near the elbow of the south branch of the Saskatchewan, and runs into the Assiniboine at Fort Ellice. It runs through a fine valley, and of which the expansion forms eight lakes where the best fish abound.

RAPID RIVER, OR LITTLE SASKATCHEWAN

Is a tributary of the Assiniboine. It is a very beautiful stream though very rapid, and is navigable for canoes and bateaux for one hundred miles. It drains a magnificent country which is fast settling up, and the soil is of wonderful fertility.

THE SOURIS OR MOUSE RIVER

Enters the Assiniboine from the south in the midst of a very lovely undulating country, near the mouth of the Rapid River.

THE SWAN RIVER

Enters a bay on the north end of Lake Winnipegosis, and is about 200 miles in length by its course. Near its mouth there are some very valuable salt springs. About thirty miles above Swan Lake, the prairie region fairly commences. There the river winds about in a beautiful and fertile valley, its banks rising to a height of eighty and one hundred feet. Beyond this an apparently unbroken level extends on one side for a distance of twenty miles to the Porcupine Hills, and for an equal distance on the other, to the high table land called the Duck Mountain.

LAKES MANITOBA AND WINNIPEGOSIS.

These lakes are each one hundred and twenty miles in length, the greatest breadth of Manitoba is twenty-four miles, and of Winnipegosis twenty-nine; taken together they extend two hundred and twenty miles from north to south. The head of Winnipegosis being known as the Mossy Portage, which is only about four and a quarter miles in length, though low wet ground, and connects with Cedar Lake on the Main Saskatchewan. This important connection, which is now occupying the attention of the Government of the Dominion, would form a water line of communication of about one thousand five hundred miles in length, from the City of Winnipeg in Manitoba, to the foot of the Rocky Mountains.

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TO MANITOBA!

When and how to go to the Prairie Province—From British Ports to Canadian Ports—Steamship Lines and Railway Connections—Quebec, Halifax and Portland—Advice about Sailing—A chapter of general information for the Immigrant.

The time has long since gone by when it was a question whether the man of limited means, with a family and but poor prospects in the Old World, could better his condition by going to the New World and striving to build up a home and a competence for himself and his family. There is no longer a question about his being able to do so; it is certain that any man who is able and willing to work, and who has any experience or adaptability for agricultural pursuits, can, in the course of a few years, build up a better and more prosperous future for himself and family in the thinly settled Province of Canada than he can in the over populated districts of England, Scotland or Wales. Thousands have tried the experiment during the last quarter of a century and practically proved its success by securing comfortable homes in a comparatively short time, and thousands are yearly following in their footsteps encouraged by their success, and frequently helped by remittances from those who have done so well as to be able not only to support themselves comfortably, but to assist others who were left behind. The question now-a-days, therefore, is not whether to come to Canada or not; but when to come and how best to get there, and this chapter is intended as a guide to those who have determined to try their fortunes in the largest, most important and most flourishing colony of the British Empire. First, let us say a word as to

Who should come to Canada.

It must always be borne in mind that Canada is essentially an agricultural country; although we have immense forests, prolific fisheries and almost inexhaustible mineral wealth, still our rich soil, splendid pasture-lands and magnificent wheat-producing prairies are the very backbone of the country, and agriculture is yearly and yearly becoming more and more the staple industry of the country; therefore, the "tillers of the soil" are the class who are most needed here, and who are most certain of achieving success by steady industry. The agricultural resources of Canada are practically limitless, for in the vast prairies of the North-West we have a country, capable of producing the finest wheat in the world, which far exceeds in extent all the wheat producing territory of Europe combined; and almost the whole of this bounteous heritage is as yet untouched by the plough or harrow, and awaits the hand of man to burst forth into smiling crops of plenty. To the farmer, then, Canada offers the greatest inducements; but there is also scope for the labourer, the mechanic and the artizan; and the demand for these latter will increase as the country grows in prosperity and our manufactures become more thoroughly developed. During the past year the manu-



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facturing industries of the country have greatly recovered from the depression under which they—in common with the manufactures of Great Britain and the United States—had been suffering for the past four years; and the present indications are that the recovery will be permanent, and the field for mechanical labour in Canada very much enlarged during the next few years. Professional and literary men and clerks are not advised to come, unless to fill up previously secured positions; but there is always a considerable demand for female domestic servants at good wages, and farm labourers, provided they are strong and healthy, can be sure of obtaining employment. The class, however, which is most needed and most sure of success is the tenant farmer—with some capital, or those who have some means and are inclined to adopt farming pursuits. Although the Canadian Government makes a free grant of one hundred and sixty acres of land to every actual settler, still a little capital is needed to stock it, erect buildings, etc., and the immigrant who has a couple of hundred pounds or so to begin with, starts under favourable circumstances which cannot fail to lead him to competency in ten or fifteen years, if he is steady and industrious. Having decided to come, the next questions are

How and when to come.

In answer to the first we would say come by one of the steamship lines from Liverpool or Glasgow direct to Canada, landing at Quebec and thence pursuing the journey by rail to Manitoba or the North-west. In no case is it advisable to go by any of the American lines to New York or any other American port (except Portland in the winter) as they will prove more expensive in the end, and the immigrant will consume more time in reaching his destination in the North-west than by adopting the Canadian route; beside which he exposes himself to the risk of being swindled by irresponsible land agents and speculators, from whom he is protected in Canada, by the Dominion Government having responsible agents at all important points, to furnish immigrants with information and to direct them on their way. The three lines of steamers running direct to Canada are the Allan from Liverpool and Glasgow, touching at Londonderry; the Dominion Line, from Liverpool, touching at Quebec, and the Beaver Line from Liverpool. All these companies have local agents in all parts of England, Scotland and Ireland; and it is always best to apply to the nearest local agents who will furnish full information respecting rates of passage, dates of sailing, &c.; and supply the applicant with a number of pamphlets on Canada, containing information respecting public lands, &c. If there does not happen to be a local agent, then application should be made to the Canadian Minister to England, at the Canadian Government Buildings, 31 Victoria Street, London, E. C., where prompt attention will be paid to letters or personal application, and the fullest information given to intending immigrants on all questions of interest to them. It is always best to purchase a ticket before leaving home, as a place in the ship is thereby secured and much delay and inconvenience avoided in Liverpool. In the way of general information it may, however, be stated that Thursday is the day for leaving Liverpool, and the day following from Londonderry or Queenstown, and that the rate for steerage passage is about £6, but some reduction is made to families. Crossing the Atlantic

In the Steerage

has lost nearly all the horrors which it entailed twenty-five or thirty years ago, when the trip had to be made by sailing vessels; the passengers had to furnish and cook their own provisions, and were huddled together like sheep in a pen without the slightest attempt at either decency or comfort. Now the various steamships bringing passengers to Canada have large and convenient steerages divided into compartments, one for married couples and families, another for single men and a third for single women; the company furnishes three good meals a day consisting of meat, vegetables, bread and butter, coffee, &c., and there are a number of attendants to look after the comforts of the steerage passengers, besides a doctor to attend to their ailments. A separate sleeping berth is provided for each passenger, but he has to provide himself with a bed and bedclothes, besides a tin plate or two, knife and fork, wash-basin and drinking cup,

all of which can be procured in Liverpool for a few shillings ; but it will be as well to apply to one of the officers of the Company, or to the Dominion Immigrant Agent for advice where to get them, and so avoid imposition. Of course, these articles are the immigrants property and will be useful to him after his arrival, especially on his journey by rail to the North-west, which occupies some days. We wish to impress on immigrants to Manitoba and the North-west, the desirability of coming direct to Quebec in the summer time, and not to fall into the error of taking a ticket for Halifax or any American port, as that involves a long and tedious railway journey and considerable additional expense. If the immigrant desires to come out during the winter months, when the St. Lawrence is frozen and navigation to Quebec is closed, then he should take his ticket to either Halifax or Portland, and come up to Quebec by the Intercolonial or Grand Trunk Railways.

When to come to Canada.

As a rule the immigrant should not come to Canada during the winter months, say, from December to April, as there is less chance of the mechanic or artisan obtaining employment then than at any other time ; and, as the ground is covered with snow, there is, of course, no opening for the tenant-farmer or agricultural labourer until spring, which commences about the middle of April. Spring is earlier in Manitoba and the North-West than in the older provinces, and the immigrant leaving Liverpool about the middle of April, when the steamers begin running to Quebec, would arrive in Manitoba in plenty of time to take up his land, and have a season of seven months before him in which to build his house, get some of his land under cultivation and gather his crop before winter comes on. The spring, or early summer, is, therefore, the best time for the intending settler to come out, as it is also for farm and other labourers. Farm hands should recollect that although harvest time is the best for them, and they obtain higher wages then, it is better to come out before harvest, and endeavour to get an engagement by the year, thereby securing steady employment during the dull season. It is also well for farm labourers to remember that there is some difference between farming in England and in Canada, and that they will be much more valuable after they have spent a year here and learned "the customs of the country," than on their first arrival ; and that, therefore, it is very unwise to refuse an engagement for a year because the wages appear to be a little low, or less than hands who have been for some years in the country are getting. Having settled the time of departure, the next thing for the immigrant to consider is—

What to take with him.

And here we may say that he will find it most to his profit and convenience to travel in "light marching order" and not incommode himself with heavy and cumbersome articles which can be easily obtained in Canada as cheap, and in some cases cheaper, than in Great Britain, and better adapted to the climate and the country. Bedsteads, bureaus, carpets, and furniture generally should be sold off, but it will pay to bring good bedding, blankets, house linen, &c., and a good supply of woollen and other warm clothing which can be purchased cheaper in the United Kingdom than in Canada. There are also many little knick-nacks and useful household articles which will bring little or nothing if sold, but will come in very handy in the new house ; but due care should always be taken as to size and weight. The steamship companies allow ten cubic feet of luggage free, and the railway companies 150 pounds of baggage free for each adult ticket ; but all excess is charged for, and although the charge is moderate still it amounts to a considerable sum for a long journey like that from Liverpool to Manitoba. It is quite unnecessary for farmers, farm labourers, or mechanics to bring their implements or tools with them, as they can purchase them in the nearest town to their ultimate destination at moderate rates, and better suited to the country, in most cases, than what they would bring with them. There may be some exceptions with regard to mechanics having tools for special trades, but even then it will, in most instances, be found more convenient to have the money than to be encumbered with a lot of heavy tools. Such articles as are needed on the voyage should be packed in a valise or carpet-bag and taken into the berth ; everything else should be packed in boxes or trunks

and plainly labelled with the passenger's name and destination, these will be placed in the hold and delivered at the port of debarkation. For wear on board, dark, warm clothes are best, and an old pea-jacket, and a heavy cloak or shawl will be found very convenient to have. There is one point on which intending immigrants should be very careful, and that is to see that every member of the family is in good health, for a strict examination is made before embarking, and none apparently affected by any contagious disease is allowed to sail.

On board.

Once fairly embarked the immigrant will do well to make himself thoroughly acquainted with the rules of the ship, which he will find hung up in the steerage, and which he is required to obey while at sea. The rules are not very numerous or exacting, but they must be adhered to, and the steerage passenger will find it to his comfort and convenience to comply with them, thereby conducing to his own health as well as that of others. Should he have any real cause of complaint, he should make it known to the Captain, who, with the Surgeon, is required to visit the steerage every day; but the steerage is so well conducted on the Canadian steamers that there is very little cause for complaint, and passengers should try to avoid giving unnecessary trouble by complaining without just cause. In case of sea-sickness there is scarcely anything to be done but to "grin and bear it," although, of course, if the sickness is very long or violent the doctor will attend the sufferer. It must be remembered that medical advice and treatment are included in the passage rates and there is no extra charge for either. Sea-sickness seldom lasts for more than two or three days, and the remainder of the trip will pass very pleasantly. Immigrants will do well to supply themselves with a few books and papers, or they may sometimes find the time hang a little heavily on their hands. During the spring and summer the passage seldom lasts more than from ten to twelve days; and in about that time after leaving Liverpool he can count on being

Landed at Quebec,

to which port only it is best to take a ticket, and there procure another ticket to whatever part of Canada may be desired. Immigrants' baggage is admitted free and includes all household effects, clothing, &c., but not uncut cloth in pieces; therefore, it is as well to be careful to have all clothes cut out at home and made up either there or on the voyage, which will find employment for the women and girls when they will be glad of something to do. It is well, also, to remember that the attempt to smuggle through the Custom House small parcels of dutiable goods might lead to very serious consequences, for although the Canadian Customs officers are very considerate with immigrants and save them as much trouble as possible, they are very severe with would-be smugglers. At Quebec the immigrant can get from the Government Immigration Agent all the information he requires as to the cheapest and best way to get to any part of Canada he may desire, and it will be found to save much time and trouble to consult him, or some of his assistants, instead of trusting to oneself alone. To reach Manitoba the quickest way is to go all rail by way of the Grand Trunk to Detroit, from thence, by way of Chicago and St. Paul, to Emerson, where the branch line of the Canada Pacific runs to Winnipeg, the capital of the Province; or, if a day or two longer makes no difference, it will be pleasanter to go by rail to Collingwood or Sarnia, from each of which places a line of steamers runs to Duluth, at the head of Lake Superior—the largest sheet of fresh water in the world—and from thence by rail to Winnipeg. The journey from Quebec to Winnipeg will take about six days, and the cost by immigrant train (3rd class) is about £5; it must be remembered, however, that this does not include meals; but at Quebec, Montreal, Toronto, and other points along the line the Government has erected depots for immigrants where an excellent meal can be had for twenty-five cents (one shilling) so that the cost of "living by the way" need not be very great. This chapter has been intended chiefly for immigrants coming out in the steerage; farmers and others of means who can afford to come out as saloon passengers are referred to the advertisements of the different Steamship Companies.

The Different Routes through Canada and the United States.

"The immigrant from Europe, on arrival at Quebec, may travel direct through by railway to St. Boniface in about four days' travelling time. St. Boniface is the terminus in Manitoba, and situated immediately opposite the City of Winnipeg, the commercial centre; the most direct route being as follows: Quebec, by Grand Trunk Railway, via Sarnia and Port Huron to Detroit, in the State of Michigan; thence to Chicago or via the Great Western from Toronto to Detroit, connecting with the Michigan Central for Chicago—Chicago, Milwaukee & St. Paul Railway—or the Chicago, St. Paul & Minneapolis Line, (see advertisements), to St. Paul, in Minnesota, St. Paul to St. Boniface, by the St. Paul and Pacific, and Pembina Branch of the Canadian Pacific Railway, the total distance being about 2,000 miles, first-class fare being \$51.85, and by immigrant cars, which are comfortably fitted up, \$34. Special rates are made for colonists or immigrants going through in large parties together; information regarding which may be had from any of the Government Immigration Agents. The rates through to New York or Boston are about the same as from Quebec.

If the lake route is preferred, it is as follows: From Toronto, by Northern railway to Collingwood, on Lake Huron, where you embark on board one of the fine steamers of the Collingwood and Lake Superior Line to Duluth; thence by railway to Manitoba. Another route is from Sarnia to Duluth by the North-West Transportation Company's steamers. The time by lake route, Quebec to Manitoba, is from about eight days. First-class rates the same as the all-rail route; second-class, \$27.50. By rail each adult is allowed 150 pounds of baggage free, extra baggage will cost \$3.50 per 100 lbs.

Outfit, Prices, &c.

Immigrants and others can purchase agricultural implements, stoves, iron, and tin ware, groceries, in fact all necessary outfit in Manitoba, nearly as cheap as in the Eastern part of Canada, and save all risk and trouble and expense of extra baggage, &c. A necessary and important item in the outfit, is a good tent with poles, for the journey after leaving Winnipeg, as well as for accommodation until a small house can be built. A good supply of bedding with a large sized water-proof, or India rubber blanket, which will be found of great value to lay next the ground and thereby always keep the bedding dry and comfortable; each family should also be possessed of a small assortment of medicines, in case of accidents or sickness.

In order to get a fair start, a family should have on entering their land at least means for the purchase of a year's provisions for a family of five, say.....\$200 00

One Yoke of Oxen, say.....	130 00
One Cow.....	30 00
One Waggon.....	90 00
Breaking Plough and Harrow.....	30 00
Chains, Shovel, Tools, &c., say.....	20 00
Cook Stove, with furniture.....	25 00
Seeds, &c.....	10 00
Building contingencies, say.....	30 00

In all.....\$565 00
equal in sterling money to about £113.

Prices in Winnipeg.

In order to give some idea of the value of various articles in Winnipeg, we condense the following from the weekly commercial review of the *Winnipeg Times* of 11th of September; the quotations, except those under the head "market prices," being wholesale.

FLOUR AND GRAIN.—Flour, xxxx, per bag of 100 lbs., \$2 to \$2.50; flour, patent process, \$2.75; wheat, 65c. to 75c. per bushel; oats, 50c. to 55c.; barley, 55c. to 65c.; flax-seed, \$1 to \$1.25 per bush.; bran, \$12 per ton, shorts, \$14.

TEAS.—Japans, all grades, 35c. to 60c. per pound; young Hysons, 35c. to 60c. per pound; Gunpowders, 50c. to 80c. per pound; Congous, 30c. to 45c. per pound.

COFFEES.—*Green*—Java, 35c. to 40c. per pound; Rio, 20c. to 26c. per pound. *Roasted*—Java, 40c. per pound; Rio, 30c. per pound. *Ground*—Java, 42c. per pound; Rio, 39c. per pound.

SUGARS.—Dry crushed, 12c. to 12½c. per pound; granulated, 11½c. to 12½c.; Extra C., 10½c. to 11½c.; yellow, 9¾c. to 10½c.; Scotch refined, 10c. to 10½c.; cut loaf, 12c. to 12½c.

SYRUPS.—Royal Imperial, 75c. per gallon; \$4.50 per 5 gallon kegs; "Three Star," \$4 per keg.

SPICES.—*Ground*—Black pepper, 18c. to 25c. per pound; allspice, 25c. to 30c.; cloves, 40c. to 45c.; cassia, 30c. to 40c.; ginger, 30c. to 35c.; mustard, 18c. to 25c. *Whole*—Black pepper, 18c. to 20c.; allspice, 20c. to 25c.; cloves, 45c. to 50c.; cassia, 25c. to 30c.; nutmegs, \$1 to \$1.10; ginger, 30c. to 35c.

RICES.—A moderate enquiry has existed for this article:—Rice, 7½c. to 8c. per pound; sago, 12½c. to 13c. per pound; tapioca, 12½c. to 13c. per pound; arrowroot, 25c. to 30c. per pound.

FRUITS.—Raisins, \$2.75 to \$3; loose muscatels, \$2.50 to \$2.75; Valencias, 10c. to 11c.; sultanas, new, 10c. to 12½c.; currants, new, 7½c. to 8c.; figs, new, 10c. to 15c.; prunes, new, 8c. to 10c.; dried cherries, 30c. to 35c. per lb.; Tarragona almonds, 20c. to 26c.; filberts, 15c. to 20c.; walnuts, English, 15c. to 20c.

CANNED FRUITS.—Apple butter, \$8 per case of dozen; string beans, \$4 to \$4.50 per case of 2 dozen; lima, \$4 to \$4.50; blackberries, \$4.50 to \$4.75; red cherries, \$4.50 to \$4.75; white, \$5.75 to \$6; corned beef, \$4.50 to \$5, 1 dozen cases; yarmouth corn, \$4.50 to \$4.75; damsons, \$4.50 to \$5; egg plums, \$5.50 to \$6; green gages, \$5.50 to \$6; gooseberries, \$5 to \$5.50; green peas, \$4.75; peaches—2 pounds, \$5.25 to \$5.50; 3 pounds, \$7.50 to \$8; pineapple, \$4.75 to \$5; quinces, \$5 to \$5.50; raspberries, \$5 to \$5.50; strawberries, \$5 to \$5.50; succotash, \$4.50 to \$5; tomatoes, 2 pounds, \$3.50 to \$3.75; 3 pounds, \$4 to \$4.50; whortleberries, \$4.50 to \$5; lobster—1 pound, \$2.25 to \$2.50 per dozen; salmon—1 pound, \$2.25 to \$2.50; oysters, \$3.50 to \$4 per case of 2 dozen; Bartlett pears—2 pounds, \$4.50 to \$6.

LUMBER.—The retail prices of lumber are as follows:—

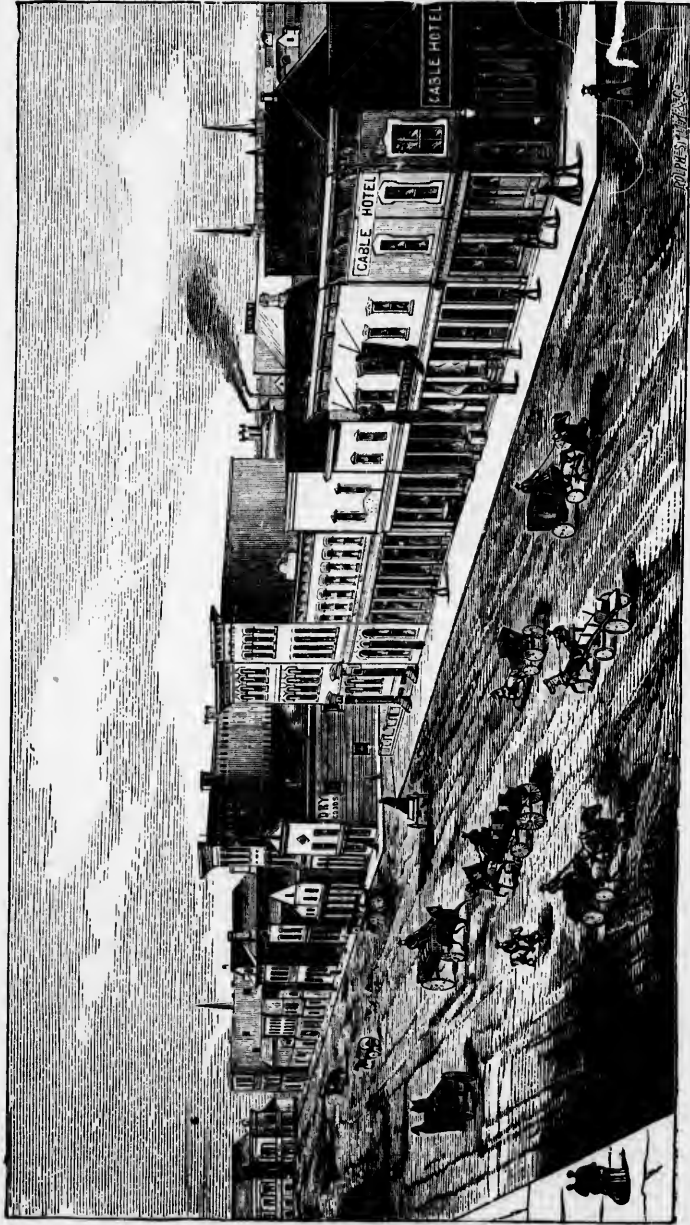
1st Common Boards 12, 14, 16 18,		1st Siding.....	\$40 00
and 20 ft	\$25 00	2nd "	35 00
Culls, " " " "	20 00	3rd "	30 00
Scantling, Joists, and Timber, 20 ft.		1st Ceiling, 1 inch, dressed 2 sides..	45 00
and under.....	25 00	2nd " " " "	40 00
Do over 20 ft. for each addi-		3rd " " " "	35 00
tional foot.....	50	Split Siding or Clap-boards....	25 to 30 00
Fencing, 6 inch.....	25 00	1st Clear, 1, 1¼, 1½, and 2 inch....	50 00
Stock Boards, all widths.....	28 00	2nd " " " "	45 00
" dressed 1 side.....	30 00	3rd " " " "	49 00
" dressed 2 sides.....	31 00	XX Shingles	5 50
1st Flooring, dressed.....	40 00	X "	4 50
2nd " "	35 00	No. 1 "	4 00
3rd " "	30 00	Lath	4 50
1st Ceiling, 1 inch, dressed 1 side..	40 00	Pickets—Flat or Square.....	25 00
2nd " " "	35 00	Pickets, dressed.....	28 00
3rd " " "	30 00	Battens	30 00

FURS.—Beaver, \$2.40; rats, 10c.; red fox, \$3.35; fisher, \$7.50; otter, \$4.75 to \$5; bear \$4 to \$8; cross fox, \$4.75; silver, \$25; martin, \$2; mink, 90c.; lynx, \$1.75; wolverine, \$3.50; large wolves, \$3; small, \$1.30.

MARKET PRICES—*Vegetables*—Beets, three bunches for 10c.; carrots, do.; cauliflower, 5c. to 10c. per head; celery, 10c. per bunch; cucumbers, 25c. per dozen; cabbages, 5c. to 10c. per head; Indian corn, 10c. to 15c. per dozen; lettuce, 2 bunches, 5c.; mint, 15c. per bunch; onions, \$1.50 per bushel; parsley, 5c. per bunch; parsnips, 3 bunches for 10c.; potatoes, 40c. to 50c. per bushel; radishes, 2 bunches for 5c.; rhubarb, 10c. per bunch; sage, 5c. per bunch; sweet marjoram, 5c. per bunch; thyme, 5c. per bunch; tomatoes (ripe), 10c. per lb.; turnips, 15c. per peck. *Dairy produce*—Cheese, 12½c. to 15c. per pound; tub butter, 20c. to 25c. per pound. *Meat*—Beef, from 5c. to 15c. per pound; sirloin steak, 15c. per pound; lamb, \$1 to \$1.50 per quarter; mutton, 15c. to 18c. per pound; veal, 15c. per pound; bologna sausage, 15c. to 20c. per pound; pork, \$15 to \$15.50 per barrel; bacon, 9½c. to 10c. per pound; hams, 14c. to 15c. per pound; roll bacon, 12c. to 13c. per pound.



FORT EDMONTON.



East Side Main Street, Winnipeg, Looking North, 1879.

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GAZETEER

OF

MANITOBA AND THE N.-W. TERRITORIES.

NOTE.—In attempting anything approaching a Gazetteer in a New Country like Manitoba, where there is a constant stream of emigration, where new settlements are made every day, and new Towns and Villages spring into existence almost as if by magic, we feel that we are undertaking a very difficult task, and one impossible of perfectly satisfactory fulfilment; but we will endeavour to make our information as correct as possible, and trust to future editions to make any additions and amendments which may be necessary.

ALEXANDRA.—Township 2, Range vi. west. A well settled township, south-west of Pembina Mountain, having a post office, general store, &c.

ARGYLE.—Township 14, Range ii. west. The greater part of the township is half-breed reserve, and the balance only partly settled. The nearest post office is Woodlands.

BATTLEFORD, N.-W. T.—Is the Capital of the North-West Territory, and is well situated on the south bank of Battle River, about two hundred feet above the waters, almost at the confluence of that river with the Saskatchewan, which is navigable to this point, and on which the Hudson Bay Company has steamers running. Government House is a fine edifice, and with the offices of the Stipendiary Magistrate and Registrar forms an imposing range of buildings. Battleford is the headquarters of the Mounted Police, is connected with the outer world by telegraph, and boasts the only newspaper at present published in the North-West Territories, the Saskatchewan *Herald*, a very spicy little sheet. There are three Churches, Catholic, Protestant and Presbyterian, and a school; and a population of about four hundred besides the Police. Battleford is already

a place of some commercial importance, and promises to become the leading city of the North-West, should the Canada Pacific Railway be finally located so as to pass through it.

BAIE ST. PAUL.—On the Assiniboine, about thirty miles from Winnipeg, is a very flourishing settlement with a population of over 1,000. The parish was established in 1832, by Rev. George A. Belcomet, and a Roman Catholic church built, which was succeeded four years ago by a very large and handsome structure. The town has several schools, hotels, post-office, stores, &c., and the registry office for Marquette East.

BELMONT.—Township 4, Range vi. west, a thriving settlement with about 100 population, situated south-west of Boyne, which is the nearest post-office.

BERLIN.—Township 14, Range iv. west, population about 100, nearest post-office Ossowo.

BERGFIELD, a Menonite village in section 7, Township 5, Range 5, East.

BERGTHAL, a Menonite village in section 24, Township 7, Range 5, East.

BOYNE.—Township 6, Range iv. and v. west, a very flourishing settlement first settled in 1872, has a post-office, store and is growing very rapidly.

BLUMERFELD, a Menonite village in section 21, Township 6, Range 5, East.

BLUMENGARDT, a Menonite village in section 35, Township 7, Range 5, East.

BLUMENHOF, a Menonite village in section 35, Township 7, Range 6, East.

BLUMENORT, a Menonite village in section 35, Township 7, Range 6, East. Has a steam saw and grist mill. Customs House being built this fall.

BLUMSTEIN, a Menonite village in section 17, Township 6, Range 5, east.

GRANT.—Township 14, Range i. east, a new settlement rapidly filling up; nearest post office, Rockwood.

BURNSIDE.—Township 12, Range viii. west, between Lako Manitoba and Assiniboine River. Has a post-office, mail semi-weekly, population about 300.

CATEDONIA.—Township 9, Range vii. east. A fine settlement, situated north-east of the parish of Ste. Anne des Chenes, which is the nearest post office.

CHARTITZ, a Menonite village in section 10, Township 7, Range 5 East.

CLEAR SPRING.—A settlement in Township 7, Range vii. east, comprises about one-fourth of the township, the remainder being part of the Menonite Reserves.

CLANDEBOYE.—Township 14, Range iv. east, has about 50 population, and a post office.

COOK'S CREEK.—Township 12, Range vi. east, situated north-east of Sunnyside. Is well settled, and has a post office.

DERBY.—Township 13, Range x. west, population about 100. Nearest post-office, Westbourne.

DUCK LAKE, N.-W. T.—This settlement is about twelve miles south-east of Carleton House, 510 miles west of Winnipeg, and is fast becoming a considerable commercial centre. Stobart, Eden & Co., have a large store here, and there is a Catholic church and school, the latter in charge of the Grey Nuns.

DUNDAS.—Township 16, Range ii. east, population about 50; nearest post office, Greenwood.

DUFFERIN.—Township 1, Range ii. east, comprising 1, R. H. east, and the settlements on the river, except West Lynne. Has a Presbyterian Church, several stores, hotel, post office, &c, and is quite a flourishing settlement.

DYNEVOR, formerly St. Peter's, one of the old settled parishes; has a post office, Protestant Church, school, and several stores.

EBENFELD, a Menonite village in section 5, Township 6, Range 6, east.

EDMONTON, N.-W. T.—A Hudson Bay post 880 miles west of Winnipeg, has a population of about 200, including English half-breeds and Hudson Bay Company's officials. Is a post of the North-West Mounted Police, and has an hotel, a grist mill owned by the Hudson's Bay Company, a Post Office and three churches, Catholic, Protestant and Methodist. Coal is found near the village, but that further up the river on the right bank is considered to be of superior quality. A large saw and grist mill, with a shingle and lath attachment, was to have been erected this summer.

EMERSON, situated on the east side of Red River, at the boundary line, is a well laid out town, with a population of about 1,500, which is rapidly increasing, and the town promises to be one of the most important in the Province. It is the terminus of the Pembina Branch of the Canada Pacific Railway, and connection is made here with the St. Paul and Pacific Railway. Emerson is one of the most enterprising places in the North-West, has two weekly papers, the *Western Journal* and the *International*, and will, probably, shortly have a daily. It is a port of entry for Manitoba, and is fast becoming an important business centre, having a large number of good stores, several hotels, &c., and will shortly have a branch bank. Has a post office with daily mail, and there is a branch of the Dominion Lands Office here. There are several churches and schools of the Episcopal, Presbyterian and Methodist Episcopal denominations. The town will be incorporated as a city shortly, and the corporation will immediately bridge the river at this point.

FORT CARLETON, N.-W. T.—Is a Hudson's Bay Company post on the North Saskatchewan, 520 miles west of Winnipeg. There is a Post Office here, a good store, and a church. The population of the district is over one thousand.

FORT PITT, N.-W. T.—A Hudson Bay post, 687 miles west of Winnipeg; is the head quarters of the Catholic mission to the Crees; there is a good Church, and an excellent school where the Indian children are taught to read and write their own language.

FORT SASKATCHEWAN, N. W.-T.—This is a French Canadian settlement 886 miles west of Winnipeg; it numbers about one hundred and fifty souls; and has two stores, a Catholic Church, and a Post Office. Soil is fertile and the coal found in the neighbourhood is even better than that found at Edmonton.

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EMERSON, situated on the east side of Red River, at the boundary line, is a well laid out town, with a population of about 1,500, which is rapidly increasing, and the town promises to be one of the most important in the Province. It is the terminus of the Pembina Branch of the Canada Pacific Railway, and connection is made here with the St. Paul and Pacific Railway. Emerson is one of the most enterprising places in the North-West, has two weekly papers, the *Western Journal* and the *International*, and will, probably, shortly have a daily. It is a port of entry for Manitoba, and is fast becoming an important business centre, having a large number of good stores, several hotels, &c., and will shortly have a branch bank. Has a post office with daily mail, and there is a branch of the Dominion Lands Office here. There are several churches and schools of the Episcopal, Presbyterian and Methodist Episcopal denominations. The town will be incorporated as a city shortly, and the corporation will immediately bridge the river at this point.

FORT CARLETON, N.-W. T.—Is a Hudson's Bay Company post on the North Saskatchewan, 520 miles west of Winnipeg. There is a Post Office here, a good store, and a church. The population of the district is over one thousand.

FORT PITT, N.-W. T.—A Hudson Bay post, 687 miles west of Winnipeg; is the head quarters of the Catholic mission to the Crees; there is a good Church, and an excellent school where the Indian children are taught to read and write their own language.

FORT SASKATCHEWAN, N. W.-T.—This is a French Canadian settlement 886 miles west of Winnipeg; it numbers about one hundred and fifty souls; and has two stores, a Catholic Church, and a Post Office. Soil is fertile and the coal found in the neighbourhood is even better than that found at Edmonton.

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FORT VERMILLION, N. W.-T.—A Hudson Bay post on the Peace River, over 600 miles north of Winnipeg. Cereals grow here to great perfection. In the garden of the offices of the Fort last year, 18 bushels of wheat were taken from half an acre, and there were excellent crops of barley, potatoes, turnips, beets, onions, carrots, parsnips and cabbage. Many of the potatoes weighed over 2lbs.

FRANKLIN.—Township 2, Range iii. east, on the east side of Red River, is a partially settled township, having about 100 population.

FRIEDRICHSTHAL, a Menonite village in section 5, Township 6, Range 5, east.

GLADSTONE.—Township 14, Range xi. west, at the crossing of White Mud River. Population about 500. The township is well laid out, and the place growing rapidly; has a Protestant Church and school; grist and saw mills, hotels, stores, post office, &c., and promises to become one of the most important towns in the Province.

GRASSMERE.—Township 13, Range i. east, is a well settled township, with a population of about 200. The nearest post office is Rockwood.

GREENWOOD.—Township 15, Range ii. east, is a flourishing settlement north of Rockwood; has a post office, store, &c., and a population of about 400.

GRINFELD, a Menonite village in Section 32, Township 6, Range 5 east.

GRINTHAL, a Menonite village in Section 32, Township 5, Range 5 east.

GROSWEIDE, a Menonite village in Section 1, Township 7, Range iv. east.

GUADENFELD, a Menonite village in Section 19, Township 5, Range v. east.

HEADINGLY, one of the most flourishing settlements on the Assiniboine, 13 miles from Winnipeg, with a population of over 1,000; has a Protestant and a Presbyterian Church, and several good schools, with a good hotel, several stores and a post-office.

HIGH BLUFF, situated on the Assiniboine River, about 50 miles from Winnipeg; is an old settlement, with a population of about 500; there is a post-office, several mills, stores, &c., a Protestant Church and a Presbyterian Church.

HOCHFELD, a Menonite village in Section 30, Township 7, Range vi. east.

HOCHSTADT, a Menonite village in Section 3, Township 6, Range v. east.

HUDSON.—Township 1, Range exi. east, situated east of Emerson, is a small settlement on the boundary line.

KRONSTHAL, a Menonite village in Section 40, Township 7, Range iv. east.

KILDONAN.—On the west bank of the Red River, five miles from Winnipeg, is the oldest English parish in the Province, having been first settled by the Earl of Selkirk's colonists, in 1814, and named after their old parish in Scotland. Population about 500. The town is a flourishing one, has a post office, several churches, stores, literary and other societies, and an excellent school. The municipality of the parishes of Kildonan and St. John was organized in 1876.

LETELLIER.—Township 2, Range i. east, a well-settled township, situated west of Rivière aux Marais, near Red River, is chiefly occupied by French Canadians who have returned from the United States under the direction of the Manitoba Colonization Society. Has a Roman Catholic church and a post office.

LIVINGSTON.—Township 14, Range xii west, on the west of Gladstone, from which it receives its mail; population about 100.

MELLWOOD.—Township 3, Range cxi. east, a partially settled township north of Rivière au Rossseau.

MEADON LEA.—Township 13, range ii. west, a well settled township north of Baie St. Paul and west of Grassmere. The nearest post office is Woodlands.

MELBOURNE.—Township 14, Range v. west; population about 200; nearest post-office, Poplar Point.

MENNONITE SETTLEMENTS, Pembina Mountain.—The first settlement of Mennonites in the Pembina Mountain Reserve, took place in July, 1870, when about 300 families arrived. At the present time there are thirty-four villages, with populations of from 70 to 200 each, making a total of about seven hundred families, or over four thousand souls. The only church in the reserve is in their land, and there is no post office, the mail being taken from Emerson. There is a school in every village, and also a greaser, blacksmith, shoemaker, carpenter, and saddler. There are several grist and saw mills; and the people, who are nearly all farmers, are well supplied with farm stock and implements. There are settlements also at that river and Scatching River.

MILLS.—Township 2, Range viii. west, a new township, partly settled. Alexandra is nearest post office.

MILLBROOK.—Township 10, range vi. east. Population about 100. Is north-east of Prairie Grove, which is the nearest post office.

MORRIS.—A thriving town on the Red River at the mouth of Scatching River, 24 miles north of the boundary, and 36 from

Winnipeg; the town plot was laid out in 1877, and there is now a population of nearly 500; there are four churches, Methodist, Methodist Episcopal, Presbyterian and Church of England, and a school. Morris boasts a good hotel, a grist and saw mill, two brickyards, two large grain warehouses and several stores. It is the centre of a fine agricultural country, which is being rapidly settled, and promises at no distant date to become a large town. A wise provision against the town site falling into the hands of speculators has been made by requiring each purchaser to build a house or store within a given time, or forfeit his payment on the property.

NIVERVILLE.—The town of Niverville, situated on the Canada Pacific Railway branch, 20 miles south of the City of Winnipeg, and 40 miles north of the town of Emerson, is to the east supported by the flourishing Mennonite Reserve in which are 360 families residing. These settlers all pursue farming, and had, in the year 1878, 9,416 acres of land under cultivation, which that year produced 196,090 bushels of grain. Adjoining this settlement to the east, are thriving settlements of Clear Springs and Pointe de Chene, with an aggregate area of 3,600 acres of land under cultivation. To the west, Niverville borders on the fine lands in the Half-Breed Reserve, and those in the Red River Belt, which have all now come into market. Niverville is also the nearest railway point to Red River, between Emerson and St. Boniface, also the nearest railway outlet to that flourishing Canadian settlement west of Red River. Niverville had its first building started in the month of April, 1879—and within three months after had one general store, one hotel, two dwelling houses and a large grain elevator, with a capacity of 30,000 bushels, erected. That Niverville will be one of the most important stations on the C. P. R. R. is, under existing circumstances, a settled fact, and offers an unrivalled opportunity to business men and capitalists. Niverville has a daily mail and a telegraph office.

NOTRE DAME DE LORETTE.—This parish is situated on the River Seine, between the parishes of St. Boniface and Ste. Anne des Chenes, and was first settled in 1860. It has a large Roman Catholic Church, two schools, and several stores. The post office is Lorette.

OAKLAND.—Township 13, Range vii. west, second township north of Portage la Prairie; population about 200; has a hotel, general store and post office.

OSTERWICK, a Mennonite village in Section 25, Township 7, Range iv. east.

OSSOWO.—Township 13, Range iv. west, north of Baie St. Paul and Poplar Point; was reserved for German settlers by the German Society, Montreal, but they failing to send in settlers, the township was reopened for settlement, and has filled up rapidly. There is a post office, stores, &c.

PARRY.—Township 2, range 1 east. A partially settled township which originally formed part of the Manitoba Colonization Society's Reserve, but was abandoned.

PIGEON LAKE.—See St. Francois Xavier.

PLYMTON.—Township 10, range v. east. Population about 200. Is south of Sunnyside and north-east of Prairie Grove, which is the nearest post office.

POSTWALL.—a Mennonite village in Section 9, Township 7, Range iv. east.

POPLAR HEIGHTS.—Township 13, Range 111 west, north of Baie St. Paul; a fine township, but suffering from a large portion of the land being held by speculators. Nearest post office, Baie St. Paul.

POPLAR POINT.—On the Assiniboine, at the junction of the Portage and Lake Manitoba roads, about 45 miles from Winnipeg; is a flourishing settlement with about 400 population. It has a post office, hotel, stores, &c.

PORTAGE LA PRAIRIE.—The county town of Marquette west, is the most important place in Western Manitoba, and is fast becoming a large and flourishing town. It is the seat of the County Court and Registry Office for Marquette west, and is connected with Winnipeg, distant 60 miles by stage. Population about 1,000. It has three churches, Protestant, Presbyterian and Wesleyan Methodist, several hotels, stores, mills, &c.; mail daily.

POINT DE CHENE.—A village in the parish of Ste. Anne des Chenes, is quite a thriving place, having a Roman Catholic Church, two common schools; a post office, store, hotel and two grist mills.

RENFELD.—a Mennonite village in Section 30, Township 6, Range v. east. Has a large grist mill, and the only church in the Mennonite reserve at Pembina mountain.

RIDGEWAY.—Township 15, range i. east. Population about 100. Greenwood is the nearest post office.

RIVER SALE.—Township 8, Range 1 east and west, is the third township south of Headingly, and is only partly settled; population about 100; nearest post office, Headingly.

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RIVIERE AUX MARAIS, township 2, Range 11 east.—Is a small township included in the Manitoba Colonization Society's Reserve, and is all taken up by returned French Canadians from the United States.

ROSENHOF.—A Mennonite village in the Scratching River settlement, four miles from Morris.

ROSENFELD.—A Mennonite village in Section 20, Township 6, Range v. east.

ROSENGAIT.—A Mennonite village in Section 13, Township 6, Range v. east.

ROSENTHAL.—A Mennonite village in Section 12, Township 7, Range v. east.

ROSENORT.—A Mennonite village in the Scratching River settlement, six miles from Morris. Has a flour mill.

ROCKWOOD.—Township 13, range ii. east; situated twelve miles north of Winnipeg, is one of the most flourishing townships in the Province, having a population of about 500, and being well supplied with churches, schools, hotels, stores, &c.

SCHONAN.—A Mennonite village in Section 19, Township 6, Range v. east.

SCHONBERG.—A Mennonite village in Section 1, Township 6, Range v. east.

SCHONFELD.—A Mennonite village in Section 23, Township 6, Range v. east.

SCHONSEE.—A Mennonite village in Section 34, Township 5, Range v. east.

SCHONTHAL.—A Mennonite village in Section 21, Township 7, Range v. east.

SCHONWIESE.—A Mennonite village in Section 9, Township 7, Range v. east.

SCHONWIESE.—A Mennonite Village in Section 27, Township 6, Range v. east.

SELKIRK.—A flourishing town 24 miles from Winnipeg, the present terminus of the Canada Pacific Railway, promises to become the future rival of Winnipeg. It has some fine buildings, is well laid out, and boasts some excellent hotels and stores, as well as a weekly newspaper, the *Inter-ocean*. Two lines of steamers run daily to Winnipeg; and the completion of the Pembina branch to this point, and extension of the main line of the Canada Pacific eastward to Rat Portage, make Selkirk an important point.

SPRINGFIELD.—Township 11, Range iv. east, was first settled in 1872, and was erected a municipality in 1873 in conjunction with Sunnyside, the adjoining township; population about 500. Has a post office, store, &c.

STONEWALL.—A thriving settlement twenty miles west of Selkirk, and six north-west of the Provincial Penitentiary

was settled in the fall of 1877, and already possesses an hotel, a school, a Methodist and a Baptist Church, a flour and grist mill, blacksmith shop and carpentry, two general stores and a Post office. The surrounding country is good for either agriculture or grazing, is well supplied with water, and the settlement is growing rapidly.

STEINBACH.—A Mennonite village in Section 35, Township 6, Range vi. east.

STEINREICH.—A Mennonite village in Section 15, Township 6, Range v. east.

SUNNYSIDE.—Township 11, Range v. east, a flourishing township, with about 500 population. Was erected, with Springfield, the municipality of the united township of Springfield and Sunnyside, in 1873, this being the first municipal organization in the Province. Springfield is the nearest post office.

ST. AGATHE.—A village in the parish of the same name. Has a Roman Catholic Church and school house, and post office with daily mail.

ST. AGATHE, the first and largest of the river parishes, contains the town of Emerson, villages of St. Agathe, West Lynne, &c., and has a population of over 2,000.

STE. ANNE DES CHENES.—A parish on the River Seine, was founded in 1862, by Rev. Father Lefloch, O. M. I., and has a population of about 500.

ST. ALBERT, N. W. T.—A Roman Catholic mission station on the high road, nine miles west of Edmonton, N. W. T., and 890 miles from Winnipeg. It has a population of over 700, nearly all French and Half-breeds. The land in the vicinity is excellent, and over 25,000 bushels of wheat was threshed out this year. There is a handsome Church; a fine palace for Bishop Grandin; a public school; a convent in charge of the Grey Nuns, and a Grist and Saw mill. St. Albert boasts a bridge over the Sturgeon River, which is claimed as one of the best constructed in the north-west.

ST. ANDREW'S parish, sixteen miles north of Winnipeg, is one of the early Scotch settlements, and has a population of about 1,500. It is well supplied with stores, shops, mills, hotels, &c., and is the seat of the Registry Office and County Court of the County of Lisgar. There are four post offices in the parish.

ST. BONIFACE.—A large and flourishing town at the confluence of the Red and Assiniboine rivers, opposite the City of Winnipeg, has a population of about one thousand, and is rapidly growing in importance.

The parish was founded in 1818 by the Rev. J. N. Provencher, who was sent from Quebec, at the request of the Earl of Selkirk, to establish a mission at Red River. The first chapel was built in 1819, and a large stone cathedral in 1853. This was destroyed by fire in 1860, and the present edifice erected in 1862 by His Grace Archbishop Taché. St. Boniface is the Metropolitan See of the Roman Catholic Ecclesiastical Province of St. Boniface, and has a college, a ladies' boarding school, a large hospital and an orphan asylum, the three last being under the Sisters of Charity. The town is well laid out with straight, wide streets, and contains some handsome buildings, several mills, good hotels, stores, &c. It is the present terminus of the Pembina Branch of the Canada Pacific Railway, and is connected with Winnipeg by ferry. The connection will, however, shortly be by a bridge over the Red River, across which the railway will run to connect with the continuation of the Pacific Railway west of Winnipeg. St. Boniface boasts the first organ that was ever used in the North-West, a fine instrument, having been presented to the Cathedral in 1875. *Le Metis*, the organ of the French population in Manitoba, is printed here.

ST. CLEMENTS' parish, twenty-two miles from Winnipeg, is one of the early Scotch settlements, and has a population of about 1,000; it is well supplied with churches, school, stores, mills, post office.

ST. CHARLES.—A parish on the Assiniboine, nine miles from Winnipeg; was founded in 1854 by Rev. Father Lefléche, now Bishop of Three Rivers; has a population of about 600, a Roman Catholic Church, schools, stores, and a post office.

ST. FRANCOIS XAVIER.—A parish on the Assiniboine, about 25 miles from Winnipeg, containing a population of about 2,000. The parish was established in 1824 by Rev. Father Boucher and has a fine Catholic Church, several good schools, and the convent of St. Francois Xavier. There are a number of hotels and stores, and two post offices, one in the western portion of the parish known as Pigeon Lake, the other in the east known as St. Francois Xavier. This place is commonly called "White Horse Plain," and is the seat of the County Court for Marquette East.

ST. GEORGE (Oak Point).—A parish in the Township of Belcourt, Electoral Division No. 1, about sixty miles from Winnipeg. Population about one hundred. Has a general store and Post Office, named Oak Point.

ST. JAMES' Parish on the Assiniboine three miles from Winnipeg, is one of the finest localities in the Province, and several Winnipeg merchants have fine residences here; population about 700. The parish was established in 1857 by the Rev. W. H. Taylor, and has a fine Protestant Church, a school, post office, and several stores, a grist and saw mill, and a brewery.

ST. JEAN BAPTISTE.—An extensive settlement on Red River, has a Roman Catholic church, and post office.

ST. JOHN'S parish is situated on the north limits of the City of Winnipeg, and was established in 1820 by the Rev. J. West, Chaplain to the Hudson's Bay Company, who caused a school-house to be erected here, and commenced educating a few children, the building being also used as a church. The school commenced by Mr. West nearly sixty years ago has gradually grown into the present St. John's College, with the St. John's College School, and St. John's College ladies' school in connection with it. The college school has accommodation for sixty, and the ladies' school for thirty pupils. St. John's Cathedral is a fine building, and is the see of the Bishop of Rupert's Land.

ST. LAUREN—A small parish in Electoral Division No. 1, situate in Simonet Township on Lake Manitoba, about 50 miles from Winnipeg, was established by Rev. Father Gascon O.M.I. in 1858. Population about four hundred. It has a large Roman Catholic Church, a good general post office and a school.

ST. NORBERT—Parish established in 1856 by Rev. Father Lestang, O.M.I.; has two Roman Catholic Churches, a girls' school, under direction of the Sisters of Charity, and several common schools.

ST. NORBERT Village, at the mouth of River Salle, on the west side of Red River, is the seat of the County Court and Registry office for the County of Provencher, and quite a thriving place, having a steam, grist and saw mill, shops, post office, &c.

ST. PAUL'S parish, on the Red River, north of Kildonan, was settled about the same time as the latter by the Earl of Selkirk Colonists; it has now a population of about 600, several good stores, a post office at Middlechurch, and a Protestant Church. Distance from Winnipeg, eight miles.

ST. PIERRE.—Township's 5 and 6, Range iv. east, a large settlement on Rat River.

ST. VIDAL.—Parish on the Red River, south of St. Boniface, was established in 1860. Has a Roman Catholic Church and a school, under the direction of the Sisters

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TANNEAN.—A Mennonite village in Section 4, Township 7, Range v, east.

TOROGAN.—Township 14, Range ix, west, on west of Lake Manitoba; population about 100. The township is laid out and a number of buildings being erected; has a post office and general store.

TWO LITTLE POINTS.—A settlement on Red River, north of St. Jean Baptiste.

VICTORIA.—Township 14, Range ii, east, is a large and prosperous settlement, having a post office, hotel and store.

VICTORIA, N.-W. T. is a Methodist Mission on the Saskatchewan, about 800 miles west of Winnipeg. It has a population of about one hundred, and boasts a fine church and a good school. The land is very fertile and there is plenty of good wood and water.

WEST LYNNE, on the west side of Red River, adjacent to the boundary line, was formerly known as Pembina, and was the outpost of Customs for the Province; but since the completion of the Pembina Branch of the C. P. R. to Emerson, on the opposite bank of Red River, West Lynne has declined in importance. The location, however, is a fine one, and no doubt a large and thriving town will soon spring up. There is a Hudson Bay Post here and lots are offered at reasonable prices on condition of building upon them within six or eight months. A number of warehouses are already projected for the Spring, and the Hudson Bay Co. will add to their buildings. The river will be bridged here shortly.

WESTBOURNE.—In township 13, range ix, west, is a thriving settlement on the White Mud River, with a population of about 300; it has a post office, hotel, blacksmith shop and general store, and is the station of the Dominion Land Agent for the Westbourne district; there is a Protestant Church and a school.

WHITE HORSE PLAINS.—See St. Francois Xavier.

WHITEWOLD.—Township 17, Range iv, east, a new settlement being rapidly filled up.

WOODSIDE.—Township 14, Range x, west situated at the second crossing of the White Mud River; population about 100; post office, with semi-weekly mail.

WOODLANDS.—Township 14, Range ii, west, a fine township, well settled; population about 400. Has a post office and general store.

WINNIPEG, the capital of Manitoba, and the commercial and political centre of the

North West, is a city whose rapid growth is one of the most substantial proofs of the increasing development of Manitoba and the North-West generally. When the territory was transferred from the Hudson's Bay Company to the Dominion Government, in 1870, the population of Winnipeg was scarcely 700, it had but one street, there were no buildings of any size, except those of the Hudson's Bay Company, and its trade was next to nothing; to-day it is a well laid out handsome city, with good wide streets lined with brick and stone buildings which would do no discredit to any city in Canada or the United States, and has a population of 11,069, while its trade has so increased that it carries off the palm of being the briskest city in the Dominion, doing more business in proportion to its size than any other. Situated at the confluence of the Red and Assiniboine Rivers, the site early attracted the attention of the Hudson's Bay Company as a favourable one for the establishment of a trading post for their transactions with the Indians, and, accordingly they built Fort Garry, around which in course of time a small settlement grew up which was called Winnipeg, and which has grown in the last seven years from a mere hamlet to the proportions of a fine city. It was incorporated in 1873 and divided into four wards, in each of which there is a school. There are three branch banks here, as well as a branch of the Government Savings Bank, and Post Office Savings Bank. The city is well supplied with hotels, and a new one to cost \$100,000 is now in course of erection. The city is well supplied with churches, Catholic, Protestant, Presbyterian, Methodist, Baptist and other denominations; while the higher order of education is amply provided for by the Manitoba College, under the auspices of the Presbyterian Church; St. Boniface College, under the auspices of the Roman Catholic Church, and St. John's College, under the auspices of the Church of England; there is also a Young Men's Christian Association. The city boasts of an excellent Fire Brigade and two steam fire engines; and it is expected that it will shortly be lighted with gas and possess water-works, the present supply being derived from tanks and wells. There are a number of National Societies; Orange, Odd Fellow and Masonic Lodges; an Agricultural Association; a Rifle Association and an excellent Club, the Manitoba. The press is represented by the *Times*, morning daily, and the *Free Press and Tribune*, afternoon daily; and *Nor. West New Era*,

weekly. The determination of the Dominion Government to continue the main line of the Canada Pacific Railway along the fourth base line westward from Winnipeg, the bridging of the Red River at Winnipeg together with the building of the Southern Colonization Railway from Winnipeg

to Rock Lake, cannot fail to give an immense impetus to the growth of the city; and we may fairly expect that in the course of a few years the Winnipeg of the future will as far surpass that of the present, as the Winnipeg of the present does that of the past.

TO THE SPORTSMAN.

It is sufficient to say that the Great Canadian North-west is his paradise. For variety of game, large and small, the immense prairies and forests, rivers and lakes, offer wonderful attractions. In the far North-west buffalo may be found, and buffalo hunting is the perfection of sport, combining danger, excitement and novelty. The country abounds with game of the following kinds:

In the feathered tribe:—Prairie Chickens, Pheasants, Partridges, Pigeons, Ducks, Swans, Cranes, Geese, Snipe, Plover, &c., &c.

In the larger game we may mention:—Moose Deer, Antelope, Bear, Wolves, Foxes, Mink, Martin, Otter, Muskrat, Beaver, Skunk, and large numbers of rabbits are to be found in the woods.

The lakes and rivers are filled with fish of the following kinds.—White-fish, Pickerel, Pike, Catfish, Sturgeon, Rock Bass, Black Bass, Perch, Suckers, (Red and White), Sun-fish, Gold Eye, Carp, and in some parts, Trout and Maskinonge.

General Meteorological Means and Phenomena,

For Three Years, at Winnipeg, Manitoba—By JAMES STEWART, Signal Observer.

PHENOMENA.	1874.	1875.	1876.
Mean yearly temperature.....	32.88	29.63	31.34
Highest temperature.....	94.5	94.3	95.0
Lowest temperature.....	-38.7	-41.6	-43.0
Mean barometric pressure.....	29.1451	29.1474	29.3391
Mean elasticity of aqueous vapour.....	.222	.219	.230
Mean humidity of the air.....	82	84	94
Total amount of rain in inches.....	14.99	12.29	22.95
Total amount of snow.....	36.17	47.11	74.21
Total amount of rain and melted snow.....	18.32	16.85	29.18
Red River cleared of ice.....	April 30th	April 29th	April 21st
Red River frozen over.....	Nov. 11th	Nov. 4th	Nov. 13th



SHOOTING THE RAPIDS.

Table of Distances.

BY WAGGON ROAD.

Winnipeg to Western Boundary of the Province of Manitoba, and to Forts Ellice, Carlton, and Edmonton.

	MILES.
Winnipeg	0
St. James	3
St. Charles	9
Headingly	13
St. Francois Xavier	19
Pigeon Lake	25
Baie St. Paul	32
Long Lake	38
Poplar Point	46
High Bluff	53
Portage La Prairie	60
Westborne (Whitemud River)	80
Palestine (Totogon six miles north of Westborne)	98
Beautiful Plains	115
Little Saskatchewan	143
Shoal Lake	179
Birdtail Creek	199
Fort Ellice, Assiniboine River	213
Cut Arm Creek	190
Little Touchwood	328
Touchwood	371
Round Hill	456
South Saskatchewan	502
Fort Carlton, North Saskatchewan	520
*Fort Pitt	687
Victoria	809
Fort Saskatchewan	868
Fort Edmonton	880

Pembina Branch Railway.

Emerson (international boundary) to Selkirk.

	MILES.
Emerson	0
Penga (Rosseau River)	10
Arnaud	18
Dufort	26
Otterburn (Rat River)	35
Niverville	43
St. Norbert	54
St. Boniface, opp. WINNIPEG	61
Bird's Hill	68
Selkirk	81

Canadian Pacific Railway, Red River Eastward. — Selkirk to Rat Portage (Lake of the Woods).

	MILES.
Selkirk (on Red River)	0
Tyndall	8
Beausejour (Brokenhead River)	16
Whitemouth (Whitemouth River)	41
Rennie	61

* By-Road North Saskatchewan River.

	MILES.
Telford	75
Cross Lake	77
Ingolf	83
Kalmar	91
Lake Deception	93
Ostersund	103
Rat Portage Keewatin	113

Dawson's Road.—Winnipeg to North-West Angle.

	MILES.
Portage de Chènes	30
Brokenhead River	
Whitemouth River	64
Birch River	80
North-West angle, Lake of the Woods	110

By Road—North-West.

	MILES.
Winnipeg to Penitentiary	12
“ Victoria	24

By Red River and Lake Winnipeg.

	MILES.
Winnipeg to Gimli, Icelandic Settlement	56

By Road—South-West.

	MILES.
*Winnipeg to Headingly	13
“ Pembina Mountain	65
“ Rock Lake	115

By Road up West Bank Red River.

	MILES.
Winnipeg to St. Norbert	10
“ Morris	25
“ Scratching River	42
“ Dufferin	67
“ West Lynne (opposite Emerson)	69

By Road North-West.

	MILES.
Winnipeg to Shoal Lake	40
St. Lambert, Lake Manitoba	55
Oak Point “ “	63

By Road down West Bank Red River.

	MILES.
Winnipeg to St. John's	2
“ Kildonan	5
“ St. Paul's	8
“ St. Andrew's	16
“ Lower Fort Garry	20
“ St. Clement's	22
“ Selkirk	24

* Approximate Route of the proposed Winnipeg and South Western Railway.

New Settlements in the Province are known as follow :—

DISTRICT No. 1.—WINNIPEG.

Township	14	Range	1 W	Argyle.
"	8	"	1 E & W	River Sale.
"	13	"	1 E	Grasmere.
"	12	"	1 E	Carleton.
"	13	"	2 E	Rockwood.
"	12	"	2 W	Union.
"	14	"	2 E	Victoria.
"	15	"	2 E	Greenwood.
"	15	"	1 E	Ridgeway.
"	16	"	2 E	Dundas.
"	9	"	4 E	Prairie Grove.
"	10	"	5 E	Plympton.
"	11	"	4 E	Springfield.
"	11	"	5 E	Sunnyside.
"	10	"	7 E	Richland.
"	12	"	6 E	Cook's Creek.
"	17	"	4 E	Whitewold.
"	14	"	2 W	Woodlands.
"	13	"	2 W	Meadow Lea.
"	13	"	3 W	Poplar Heights.
"	13	"	4 W	Ossowo.
"	14	"	4 W	Berlin.
"	16	"	3 & 4 W	Simonet.
"	17	"	3 & 4 W	Belcourt.
"	12	"	5 W	Melbourne.
"	14	"	4 E	Clandeboye.
"	15	"	2 W	Fivehead.
"	14	"	1 E	Brant.
"	9	"	7 E	Caledonia.
"	7	"	7 E	DeLorimer.
"	10	"	6 E	Millbrook.
"	11	"	6 E	Rossmere.
"	13	"	5 & 6 E	Stadacona.
"	12	Range	8 E	Garnet.
"	13	"	8 E	Wolseley.
"	4	"	3 E	Marcellias.
"	14	"	3 W	Bonnedoon.
"	16	"	26 W	Lorne.

DISTRICT No. 2.—EMERSON.

Township 1	Range 2 E.	Dufferin.	Township 2	Range 1 E.	WhitHAVEN.
"	1	3 E.	"	2 E.	Almonte.
"	1	4 E.	"	3 E.	Charleston.
"	2	2 E.	"	3 E.	Melwood.
"	2	3 E.	"	6 E.	Clear Springs.
"	2	4 E.	"	7 E.	Ridgewood.
		Franklin.			
		Parry.			

DISTRICT No. 3.—DUFFERIN.

Township 2	Range 6 W.	Alexandria.	Township	Range 6 W.	Thornhill.
"	5	4 W.	"	6 W.	Belmont.
"	5	6 W.	"	3	9 W.
"	5	5 W.	"	2	6 W.
		Ferris.	"	6	4 & 5 W.
					Boyne.

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DISTRICT No. 4. — WESTBOURNE.

Township 12	Range 8	W Burnside.	Township 14	Range 9	W Totogan.
" 13 & 14	" 9	W Westbourne.	" 14	" 10	W Woodside.
" 13	" 11	W Golden Stream.	" 14	" 11	W Palestine.
" 18	" 7	W Oakland.	" 14	" 12	W Livingstone.
" 13	" 10	W Derby.			

DISTRICT No. 5.—LITTLE SASKATCHEWAN.

Township	.....16.....	Range	.....15	W.....	Eden.
"	.....15.....	"	.....14	W.....	Beautiful Plain.

CONDENSED EXTRACTS

FROM

SURVEYORS' REPORTS OF TOWNSHIP SURVEYS.

Below we give a synopsis of the Surveyors' reports on every surveyed township in each range east and west of the Principal, or Winnipeg Meridian. These reports are official, and can be relied on as giving correct information as to the quality of the land, supply of water and timber, and other interesting particulars. A careful study of them will enable the intending settler to ascertain where the best sections for his purpose are located. These reports are brought down to the close of the survey season of 1879:—

EAST OF THE PRINCIPAL MERIDIAN.

RANGE 1.—Consists of 18 town townships. The soil for the most part is very rich and well adapted to farming. A large portion of it is flat and rolling prairie and several of the townships produce exceedingly heavy crops of hay and grass. There is comparatively little timber in townships 1 to 13 and there, is no running water in townships 2, 3, 4, 7, 9, 10, 12, 13. The Riviere aux Marias runs through a portion of township 1; the Riviere aux Gratias through township 5 and 6; the river Sale through township 8 and Sturgeon Creek runs through township 11. In most of the townships good water can be found at a moderate depth; and the water supply is specially good in townships 3, 4 and 12. In township 12 there is a prominent ridge running from north-west to south-east which contains lime, marl and gravel; and township 13 is abundantly supplied with wild fruit, such as plums, cherries, strawberries and raspberries. Townships 14 to 18 are mostly covered with poplar, the soil generally being not so good as in the other townships, and the water supply moderate.

RANGE 2.—Consists of 18 townships, most of which are well suited for agricultural purposes; the soil is generally rich, and a large portion prairie, but water is scarce in some townships, and there is very little timber except in townships 17 and 18, which are well covered with poplar and some spruce. Township 1 mostly rolling prairie, sheltered by *Rivière aux Mardis* timber belt, which consists of oak and basswood, but there is not more than enough for the sections in which it grows. There is a small lake in sections 11 and 14, and good water at moderate depth. Township 2 is all open prairie; very little timber; no water except wells. Township 3 partly prairie; soil fine clay loam. *Rivière au Rosseau* runs through south part of township. Townships 4 and 5 good soil, fairly watered, and enough wood for immediate purposes. Townships 6 and 7 partly high prairie, partly low marsh or hay land. Township 8, good soil, but no wood or water. Township 9, wet prairie, about half covered with poplar and willow. Township 10, mostly bush, good for fencing and fire, but not for building. Township 11, no timber, but excellent water supply, Sturgeon Creek running through part of it. A rocky ridge traverses township, and there is good stone quarried in section 34. Township 12 nearly all open prairie. Township 13, two-thirds best possible prairie land; remainder mostly barren and stony, with a few poplars, willows and alders. Township 14, mostly level prairie, with large marsh in easterly portion, through which Jack Fish Creek runs. A good deal of poplar in south-west, part of which is fit for building purposes. Township 15. Well wooded with large poplar fit for building, and excellently watered. Soil rich loam mixed with clay. Townships 16, 17 and 18, well wooded and good supply of water. Soil good, mostly deep rich loam with clay bottom.

RANGE 3.—Twenty townships. The soil is for the most part good, water supply fair and moderate quantity of timber. The capabilities of the different townships may be summarized as follows: 1. Dry level prairie drained by Joe river; soil sandy loam; scarcely any timber. 2. Low prairie drained by river Rosseau, on the banks of which there is a fair growth of oak, poplar and elm. Greater part of Township best adapted to stock raising. 3. Level prairie, drained by Rosseau; fair quality of oak and poplar along river; soil black loam, excellent for agricultural purposes. 4. First class agricultural land; good water to be had anywhere by digging. 5. Low marshy ground without timber, and generally unfit for agricultural purposes. 6. Rolling prairie excellent for agriculture; Rat River flows from South-east to North-west; sections 17, 18, 19, 23, 25, 26, 27, 29, 30, 32, 34, 35, and 36 covered with oak, ash, elm, and poplar. 7. Good for agriculture; wooded in South and along Rat river. 8. Good farming country, but no timber. 9. Fair farming land. 10. Good land mostly level but needs draining; good supply timber. 11 and 12. Fine rolling prairie, with fair supply of timber. 13. North-east part mostly bogs around which is some good hay land; Western part heavily timbered oak and poplar; South well covered with young timber. 14. Nearly all prairie, soil rich loam mixed with clay. 15. A great deal of marsh land, and excellent hay land; very little timber. 16. Large quantity good building timber in north-east part, rest of township hay land, low prairie and deep marsh. 17. Mostly good land, well wooded and well adapted for settlement. 18. North-west marshy, balance excellent land, well wooded and slightly undulating. 19 and 20. Not fit for settlement, soil poor and stony except where it is muskeg, or tramarc and spruce swamps.

RANGE 4.—Twenty-four townships almost all good farming land fairly wooded and watered. 1. Western portion level prairie with good soil; eastern section poor soil. 2. Soil in eastern half light, in west good clay and clay loam; water supply poor, except in north-east quarter of township; no timber in west, very little in east. 3. Deep black loam, well watered by Mosquito Creek and Riviere Rosseau; fair supply timber. 4. Western sections excellent farming land, well watered and fairly timbered; balance swampy only fit for hay. 5 and 6. Excellent farming land, watered by Rat River; good supply fair building timber. 7. About half township good farming land, balance marshes; very little timber. 8. Excellent farming land. 9. Generally unfit for cultivation. 10. Generally marshy with some good hay land; no streams, no timber. 11 and 12. Best quality farm lands; good supply timber. 13. Sections 18, 19, 20, 30 and 31 bogs, balance deep light loam producing splendid crops, wheat; fair supply small timber. 14. Level and dry, except sections 2, 3, 10 and 11, and a large morass

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in sections 6 and 17 ; not much timber. 15. Good soil, watered by Netley Creek, good supply poplar, oak and willow. 16. Well wooded with large poplar. 17 and 18. Good quality land well wooded and watered ; bounded on east by Lake Winnipeg. 19, 20, 21 and 22 are Icelandic settlements along Lake Winnipeg near the shore of which the soil is good, but poor elsewhere. Gimli, the chief town of the settlement, is in township 19. 23. About one third good land, balance swamps and hay marshes with some muskegs. 24. Very little land fit for cultivation ; considerable quantities of tamarac and spruce.

RANGE 5.—Fourteen townships, some of which are excellent lands, and others unfit for settlement. 1. Plenty small timber ; soil in southern portion poor and swampy, in northern, good rich sandy loam ; good water anywhere by digging. 2. Rolling prairie, excellent land ; River Rosseau runs through north-east part. 3. Land in south only adapted to agriculture ; township watered by Rat Creek and River Rosseau, and has good supply of oak and poplar fit for building. 4 and 5. Well timbered, but very inferior soil. 6. No timber ; no good for agricultural purposes. 7. Chiefly level prairie, with heavy clay soil ; a good deal of wet land and very little timber. 8. Mostly bog or level, wet land. 9. Generally level prairie, with fair quality of low, rich bottom land, good for hay. 10. Part open and level prairie ; soil deep, rich loam, mixed with clay. 11. First class farming land ; no creeks or running water, but numerous good springs. 12. First class soil, except in centre of township, where it is inferior ; good supply of large timber. 13. Well adapted to cultivation, although somewhat swampy. 14. Excellent farming land, soil good and deep, and pure water easily obtainable.

RANGE 6.—Sixteen townships, several of which are little better than bog and swamps, but others contain good farming land. 1. Totally unfit for farming, fair growth poplar. 2. High land, chiefly prairie, well adapted for farming ; soil dark loam but somewhat lighter on ridges ; well watered by River Rosseau and sufficient supply of timber for fuel and farming purposes. 3. Soil chiefly coarse, stony gravel, southern part wet, northern fairly timbered, tamarack and spruce. 4. Soil light clay loam, except in south-west, when it is stony and gravelly. 5. Flat level swamp, unfit for farming. 6. Nearly all bush, land poor quality. 7. Soil deep clay loam, easily worked and well adapted for agricultural purposes. 8. Northern part useless swamp in which River Seine is lost ; southern portion level prairie with deep strong clay soil. 9. Partly level prairie of rich, deep clay loam ; partly large marsh ; River Seine runs through part of township and furnishes good fresh water. 10. Level surface, very good for hay. 11. About one sixth marshy meadow only fit for hay ; soil of westerly sections rich clay loam, in easterly rather stony. 12. Rolling land traversed by numerous ridges and marshes, very valuable for hay ; nearly half the township covered with poplar bush ; several creeks, the chief of which is Cook's Creek, which furnishes good water the year round. 13. Only sections 19 and 30 fit for farming ; balance of township heavily wooded with poplar, oak and spruce. 14 not fit for farming. 15. One of the best townships in the range for settlement ; soil good black loam with substratum of white clay. 16. Very swampy but well wooded with large timber of best quality.

RANGE 7.—Seventeen townships, the largest number of which are utterly useless for settlement. Townships 1, 2, 3, 4, 5, and 6, are almost wholly unfit for agricultural purposes, being mostly composed of floating bog or swamps, and what soil there is, is poor and light. There is a good growth of poplar, tamarac, and Norway pine in township 4, but the timber in the other townships is poor. Township 7 is mostly covered by "The Devil's Swamp," and the soil of the rest of the township is poor. 8, the Dawson road crosses this township ; the soil is generally sandy and the south-easterly sections are all marsh ; the westerly section comprises part of the flourishing settlement of Oak Point ; the northerly part of the township is well wooded with poplar, spruce and willow. 9. The westerly part is well adapted for settlement, and the timber and water are of good quality ; soil in easterly portion very inferior ; the English river flows through south-westerly portion of township. 10. Western part excellent for settlement, soil, timber and water all good. 11 and 12. Good water but poor land. 13. Easterly portion all marsh ; westerly heavily timbered with poplar, spruce, elm and oak. 14. Westerly part unfit for agricultural purposes ; the remainder is good soil with some good

hay marshes. 15. Soil generally inferior, except in north-easterly part of township through which Broken-Head River flows, the banks of which are well wooded with oak, pine, poplar and ash, and the soil is of excellent quality. 16. South-east quarter is Indian reserve, remainder is an elevated sandy ridge covered with small timber and bush. 17. All swamps, except the portion bordering on the eastern shore of Lake Winnipeg.

RANGE 8.—Seventeen townships, nearly the whole of which are swamp or muskeg and wholly unfit for settlement, except a portion of townships 12 and 13, on the banks of Broken Head River where the soil is rich and loamy, and a small strip in township 15. Some of the townships are well timbered, especially 5, 6, 7, 10, and 11, where there is a good supply of timber suitable for building.

BLOCK OUTLINE SURVEY OF TOWNSHIPS 7, 8, AND 9, IN RANGE 18, 19, 20, AND 21, AND TRAVERSE OF THE SHORES OF SHOAL LAKE AND LAKE OF THE WOODS. With the exception of a few comparatively unimportant patches the whole country presents the same rocky, rugged appearance as the North Shore of Lake Superior. The rocks are principally granite and slate with carbonate of copper and iron pyrites.

RANGE 22.—Consists of two fractional townships 3 and 4 South. The former contains only seven sections in a dense spruce and tamarac swamp, and is totally unfit for cultivation. The latter is situated on Rainy River and may be cultivated, but the soil is poor.

RANGE 23.—Consists of two fractional townships 3 and 4, South. The former is almost entirely cedar and spruce swamps and tamarac swamps and muskeg. The latter is on Rainy River and about half the township is well adapted for settlement, land being a good sandy or clay loam; timber and water good.

RANGE 24.—Two fractional townships 3 and 4 South, mostly poor and swampy land, with a fair supply of birch, tamarac, poplar and spruce.

RANGE 25.—Two townships 3 and 4 South. The whole of No. 3 is swamp and muskeg, except a small portion along the Pine River. About two-thirds of No. 4 is fit for settlement, the soil being sandy or clay loam, the best land being near Rainy River. There is a good growth of timber, especially one ridge of white pine near the centre of the township which is very valuable.

RANGE 26.—Three townships, 3, 4, and 5 South. No 3 contains a large percentage of good arable land heavily timbered with birch, poplar, spruce, tamarac, pine and cedar. No. 4 is partly Indian Reserve; the remainder is fair farming land, especially the sections through which Sturgeon River passes. Southern part well timbered. No. 5. The greater portion is Indian reserve; the balance is on the North bank of Rainy River and is a fair farming country.

RANGE 27.—Consists of township 5 South. The soil is of good quality, chiefly sandy loam with clay subsoil, well suited for agricultural purposes. There is a fair supply of poplar, balm of Gilead, birch and balsam.

RANGE 28.—Consists of townships 5 and 6 South. About two-thirds of these townships are fair farming land, the balance is spruce swamp, which might be easily drained. Fair supply of poplar, spruce, balm of Gilead, oak and birch, with some ash and elm.

RANGE 29.—Township 5 and 6 south. One half of No. 5 is good arable land well adapted for settlement; other half mostly spruce and tamarac swamp, but could be easily drained. No. 6 is good soil well adapted for cereals. Both townships have good supply of poplar, birch, balsam, spruce, and some pine, ash, elm, oak, and basswood.

RANGE 30.—Townships 5 and 6 south. No. 5 is four miles from Fort Francis; about half of it is good land fit for settlement, the sections along Rainy River being exceed-

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ingly fine. Timber comprises poplar, balsam, birch, spruce, and tamarac, with a considerable quantity of white pine in western portion of township. No. 6 is within five miles of Fort Francis; the soil of about half the township is good, especially along Rainy River. Timber consists of poplar, balsam, birch, and spruce.

RANGE 31.—Township 5 south. Only a small portion fit for settlement and that is nearly all taken up. Fort Francis is in this township, and also the Government and Hudson Bay Company's Reserves.

WEST OF THE PRINCIPAL MERIDIAN.

RANGE 1.—Seventeen townships, mostly prairie; generally good soil, fair water supply, but little timber. 1. Rolling prairie, very rich soil, well drained, good water, no timber. 2. Almost level prairie, well adapted for settlement. 3. Open level prairie, soil part heavy clay loam, part light. 4. All prairie, north half high and dry, south half somewhat lower and wet in spring, but surface water rapidly evaporates. 5. Clear open prairie, well suited for farming, but no timber whatever. 6. Prairie, drained by Rivière Aux Gratiass, excellent land, but no timber. 7. Part high prairie, watered and drained by Rivière aux Gratiass; part of township included in the Great Hay Marsh. 8. Twenty sections fit for cultivation, balance good hay land; Rivière Sale runs through sections 35 and 36 and is fairly wooded. 9. Best adapted for grazing. 10. Partly dry land and moist hay land; soil excellent; good water easily found; no timber. 11. All open prairie, very rich soil; scarcely any wet or hay land; excellent water easily got; no timber. 12. Nearly all open prairie, with a few hay swamps; land very rich; no running water; very little timber. 13. South and west prairie; north well wooded with poplar, land good but rather stony; a good many hay marshes on prairie; a limestone ridge in Section 1, yields excellent lime. 14. About equal proportions of poplar groves and glades of prairie; good water by digging. 15. About two-thirds fit for settlement; there are a number of small poplar woods fit only for fences or fuel. 16. Greater part suited for settlement; northern portion contains fair quality small poplar; stony patches or ridges in some sections. 17. Good soil except a few stony patches and some hay marshes.

RANGE 2.—Seventeen townships, mostly prairie and the greater part of all of them excellent soil; water supply not very good and timber scarce. 1. Soil first-class, township more or less intersected by dry water-courses, the ponds in which afford better water in the dry season than can be had by digging. 2, 3, 4, 5 and 6, are all prairie townships, almost totally destitute of timber, but having a rich soil well suited for agriculture; no running water except in eastern part of the township 3; very little wet or hay lands. 7. Two-thirds of this township are occupied by the Great Hay Marsh; the soil is excellent and only needs drainage to fit it for agricultural purposes; in the south-west angle of the township there is about eight square miles of splendid prairie with excellent sandy loam soil. 8. About nine square miles form part of hay marsh; the township generally is very level, and is mostly covered with water in the spring. 9. Soil good rich mould on strong clay; land generally dry; the Rivière Sale runs through northerly part of the township, and has some poor quality oak, elm and poplar on its banks. 10. Excellent soil; Rivière Sale flows through twelve townships, supplying excellent water. 11. Good farming land, no streams, but water easily found by digging; there is a large gravel-ridge on sections 19 and 20, very useful for road-making; no streams, but water easily found. 12. Soil rich dark loam, excellent for agriculture; few marshes; no running water; no timber. 13. Prairie township, excellent soil; fair growth poplar on sections 19, 20, 21 and 31; few marshes; no tim-

ber. 14. Best quality land ; township well watered and good supply of timber fit for building. 15. Only that portion on south side Shoal Lake fit for settlement. 16. Well fitted for settlement, fair supply of poplar and oak. 17. Adjoins west shore Shoal Lake ; well suited for settlement.

RANGE 3.—Seventeen townships, a number of which are fine prairie country and nearly the whole of them fit for settlement. 1, 2, 3, 4 are almost entirely open prairie, well suited for settlement, the soil is excellent and fair water can generally be had at a moderate depth. 5. About one quarter swamp, balance best suited for hay. 6. Good level prairie ; no running water, and supply generally moderate ; a little oak timber in sections 16, 18, and 21 ; hay swamp across south of township. 7. About two-thirds is part of Great Hay Marsh ; remainder excellent high prairie, good soil. 8. About twenty-nine sections of excellent high, undulating prairie, balance good dry land ; no wood or water. 9. Level open prairie ; soil generally black loam. 10. Partly high level prairie, partly low rich bottom prairie ; small supply of poplar and oak. 11. Better suited for grazing than agriculture. 12. Dry prairie, good soil. 13. About three-fourths good arable land ; plenty of good fencing and building timber. 14. Inferior soil throughout, especially in south and east ; plenty of good fence poles and a little building timber. 15. Chiefly rich loam, broken by a few swamps ; about one-tenth prairie, balance partly covered with good green timber, the best for building being in northern part of township. 16. Situated on west shore of Shoal Lake, and is all good farming land. 17. Good soil ; fair supply timber for fences and fuel and a little for building ; good water easily obtained.

RANGE 4.—Seventeen townships. 1. Better adapted for stock raising ; some good timber in south-west. 2. Level prairie ; black loam ; two small islands, oak and black ash near centre. 3. Almost entirely open prairie, good for hay and grazing ; heavy belt good elm, oak and poplar in north-west, traversed by two good streams. 4. Open prairie, and one of finest townships in Province for agriculture ; number of water courses and good water obtained three or four feet from surface. 5. Good farming land, except a portion of north-east which is swamp ; a lasting stream of good water runs through the centre of township, on banks of which there is some fine oak, ash, maple, and elm. 6. Very heavy black mould overlaying white clay ; every lot in township fit for settlement ; a belt of good oak with elm and bass extends along either bank of the Boyne river ; all sections contain wood and good water. 7. About twenty-six miles good prairie, balance part of Great Hay Marsh. 8. Sandy loam ; nearly whole of township fit for cultivation, plenty of wood for fuel and fencing. 9. Part poplar bush, part prairie, which is mostly of a low marshy character. 10. Large portion consists of low bottom prairie with wet marshes ; the high prairie is generally of fair quality. 11. Ranks as second-rate ; some good timber in northern half. 12. Covered with thick poplar and underbush, some heavy elm and oak on banks of Rivière Sale and Mill Creek ; land inferior. 13. Excellent soil, very attractive township for settlement ; plenty of timber for building, fencing and fuel, and Long Lake affords abundant supply of excellent water. 14. Better adapted to stock raising than farming. 15. Easterly part generally level prairie with some excellent timber of poplar and oak ; large marsh in westerly portion. 16. East of Lake Manitoba, contains French Half-Breed's settlement known as Indian Mission. 17. Soil rich loam but stony ; southerly and easterly boundaries well-wooded ; remainder prairie broken by swamps and hay grounds.

RANGE 5.—Twenty townships, some of which are all that could be desired for settlement. 1. Pembina Mountain encroaches on Sections 2 and 33 ; there are many excellent locations for settlement well supplied with water and fuel. 2. Chiefly prairie, rich black loam ; fine belt oak runs through southerly sections. 3. Prairie land with a belt of timber through it. 4. Prairie ; no timber, but it is easily obtainable from Pembina Mountain. 5. Surface level ; soil very rich black loam ; Tobacco Creek furnishes good water. 6. Surface level ; soil black loam ; well timbered with oak, elm and basswood ; well watered by River Boyne. 7. Soil too sandy for good agricultural land. 8. Soil light and sandy ; good supply building timber ; water bad, except that of Elm Creek. 9. About half fit for farming ; westerly and south-westerly sections of

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no value. 10. With exception of hay marshes, land good for agriculture, especially northern sections, where soil is very superior; fair supply wood and water. 11. Well adapted for settlement; excellent soil; good supply timber and water. 12. Excellent soil, well suited for agricultural purposes. 13. Southern portion good farming country; north stony and gravelly; north-west fair farming. 14. Only fit for grazing and stock raising. 15. Mostly wet and marshy, what dry lands there are are good prairie, bordered by hay lands. 18. Greater part lagoons and lakes; the dry land is good and well adapted for settlement; eastern sections well wooded oak and poplar. 19. There is an extensive marsh on the shore of Lako Manitoba; eastern part of township splendid soil, well wooded with oak and poplar, with expansive prairies; several small lakes afford good water supply. 20. Northern part mostly wooded; southern part comprises hay swamps and several bogs and ponds, all connected with Swan Creek.

RANGE 6.—Twenty townships. 1. Is altogether comprised of the mountain range of Pembina Mountains. 2. Half prairie, black sandy loam; other half covered with good oak. 3. Prairie and woodland; greater portion of township rather stony. 4. Prairie and woodland; eastern part well adapted for settlement. 5. Surface level, soil dark loam; south-west low and wet, but well wooded by basswood, oak and elm; township well watered by Tobacco Creek. 6. Surface level; soil, eastern part, dark loam, western sandy; township watered by Rivière aux Iles des Bois, along which there is a good belt of oak, elm and basswood. 7. Soil very fertile; plenty of timber for settlement purposes; good water and abundance of hay. 8. Soil light but fertile; well suited for settlement; well watered; abundance of timber and hay. 9. Soil boggy, except the sand hills; no good for either farming or lumbering. 10. Consists of ridges of light sandy soil, alternating with low lands which are flooded in spring, but are well timbered with oak, black ash and basswood, and are well watered. 11. Well adapted for settlement; good soil, well watered by large creek, plenty of large poplar, elm and oak. 12. Almost entirely open prairie, excellent soil, and well suited for settlement. 13. Excellent soil for farming; numerous wooded groves in northern part, and plenty of good water everywhere at a depth of six to eight feet in low grounds, and twelve to twenty feet in high grounds. 19. Only contains three thousand acres, and is all occupied. 20. Wooded with poplars, oak, elm and ash fit for building; surface level and soil a good black loam.

RANGE 7.—Fourteen townships, the majority of which are not well suited for settlement. 1. Northern part so broken by Pembina River and Valley, with numerous small ravines as to be almost unfit for settlement; southern portion better, but soil light; water good. 2. About three-fourths good undulating prairie; soil, black loam; remainder mostly covered with good sized poplar. 3. Partly prairie, partly timber lands; north-westerly, part contains good land, well timbered with poplar and oak, but prairie portion in south-east is inferior. 4. Intersected diagonally by Pembina Mountains, and about one-third unfit for settlement; remainder well suited for farming, good supply of wood and water. 5. Soil and timber inferior and surface broken; several branches of Tobacco Creek furnish good water. 6. About half fit for agriculture, but soil rather sandy; watered by Rivière Aux Iles des Bois, and partly traversed by Pembina Mountains. 7. Soil inferior, but best in southern sections, especially along the north branch of the Rivière Aux Iles des Bois. 8. Surface level; soil mostly sandy clay of poor quality; north-west portion is best soil, fairly timbered with poplar and some oak. 9 and 10. Low and marshy, and quite unfit for settlement. 11. Small township with only one section good land, rest all marshy with reeds and rushes. 12. Excellent rolling prairie; soil fine, rich, black loam with slight mixture of sand; no timber. 13. Splendid soil; well suited for farming, but no timber. 14. Fine prairie land on border of Lake Manitoba; well watered by several streams; very little timber.

RANGE 8.—Seventeen townships. 1. Intersected by Pembina River and Valley, only portions suited for settlement sections, 1 to 10 in south, and 31 to 36 in north. 2. Rough prairie; soil second rate; no water except in south-east corner. 3. Part prairie, part timber land; surface undulating; soil what is usually known as "drift," plenty of good water. 4. Good soil, well suited for settlement; good water by digging, but

• surface water bad; northern portion heavily timbered. 5. Land rolling and hilly, for most part thickly timbered; soil good in south, but inferior elsewhere; well supplied with good fresh water. 6. Soil inferior and so broken as to be generally unfit for cultivation. 7. Soil in north sandy, in south poor sandy loam, good supply of poplar with some oak, birch and basswood on mountains. 8. Soil black loam, but needs draining; eastern part timbered with poplar, fit for fences and fuel. 9. Soil sandy, in places, pure red sand useless for cultivation; township traversed by the Assiniboine, the margin of which has a good growth of fine oak, poplar, white birch and cotton wood. 10. Similar to township nine. 11. North-east and south-west generally well adapted for farming; soil dark loam, well timbered with poplar and some oak; south-east and south-west portions timbered with small poplar and willows, soil light and sandy. 12. Well adapted for farming; soil rich loam, except in south-west part; watered by Rat Creek. 13. Prairie, watered by Rat Creek, the land to the south of which is dry rolling prairie of excellent quality; that to the west is mostly low and marshy. 14. On Lake Manitoba is mostly beautiful prairie land with very little timber. 16 and 17. Small fractional townships on west shore of Lake Manitoba, chiefly covered with poplar; the soil is good.

RANGE 9.—Twenty townships. 1. Presents considerable attractions to the settlers; soil of fair quality, mostly open prairie in south and west with good hay land; Pembina River and Valley passes through in south-easterly direction, and is well timbered with poplar and some oak. 2. West side level prairie, soil black loam; Pembina River and Valley runs through east side, but in many places the alluvial deposit has been washed away, leaving only clay and shale. 3. About half suited for settlement; part timbered, part prairie; well watered; Pembina River flows through south-west part. 4. Part timber, part undulating prairie; several muskegs in north; well watered by creeks flowing to Pembina River; soil rich, dark alluvial deposit. 5. Surface rolling, soil excellent, black loam averaging two feet depth; one quarter township covered with poplar, balm of Gilead and oak, good fresh water in every part of township. 6. Surface rolling and hilly; soil second quality; several small lakes and creeks; fair supply of poplar and willow. 7. Surface rugged, but soil excellent; heavily wooded with poplar, ash, birch, and elm, and well watered by brooks. 8. Well adapted for agriculture, excellent soil, good water, good supply poplar and oak. 9. Rolling land of inferior quality, covered with small poplar and grey willow. 10. Level; rich sandy loam, covered with brush. 11. Chiefly black clay loam, well adapted for agriculture; fairly wooded and watered. 12. Mostly open prairie; soil generally black clay loam, suitable for cultivation. 13. White Mud River runs through northern quarter, and is bordered with oak and poplar; the soil north of river is of light loamy character, on south it is wet and useless without drainage. 14. Well suited for agriculture. 15. On the west of Lake Manitoba is mostly marsh, with good hay lands. 16. Soil shallow, but of fair quality; in the west there are numerous bad muskegs. 17, 18, 19, and 20, similar to last township.

RANGE 10. Twenty townships. 1. Rolling prairie; fair soil and water, but no timber whatever. 2. Undulating prairie; good soil, but no water except in swamps. 3. Open prairie with some muskegs; Pembina River flows through north-east part, and there is some timber on its banks, otherwise there is no timber in the township. 4. Surface broken by numerous ravines, and mostly covered with poor timber and brush. 5. With exception of 6, 7, and 18, all excellent farming land; fair supply timber and water to be had anywhere at a depth of eight to twenty feet. 6. North-west portion too hilly for cultivation; remainder well adapted for farming; land rolling, soil excellent, water supply good, and fair quality timber. 7. Hilly; Rivière aux Iles des Bois, flows through northern half, and its valley is well adapted for grazing. 8. Surface rolling, with deep ravines along watercourses; soil excellent; plenty of good water, but timber scarce. 9. Rolling land, poor soil, with numerous muskegs; not fit for either agriculture or grazing. 10. Sandy loam of poor quality; north-east covered with small poplar; south-west prairie, with a growth of brushwood. 11 and 12 tolerably well adapted for settlement; soil is only second quality, but this is counterbalanced by good supplies of wood and water. 13. North half is a floating bog; south half wet in spring but dry in summer. 14. Well suited for settlement; soil rich and deep black

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mould ; plenty of timber for fences and fuel, and for milling ; it can easily be got from White Mud River. 15, 16, and 17, western part of these townships broken by the Big Grass Marsh, the soil generally is poor and unfit for cultivation, but some of it would do for pasturage. 18. A dense marsh, broken by muskegs. 19. Poor land, wet and low, not fit for cultivation. 20. Lies west of Lake Manitoba, soil fair and for two or three miles inland from the Lake the timber is excellent.

RANGE 11.—Twenty townships. 1 similar to township 1, tenth range. 2. Rolling prairie ; excellent land, but no water. 3. Well suited for settlement ; nearly all rolling prairie with good soil ; good water can be had by digging, and plenty of timber can be obtained from adjacent townships. 4. Nearly all woodland, one belt of poplar and oak is about four miles long by one to three wide. 5. North and east poplar woods of good quality ; rest brush prairie fit for cultivation ; watered by Pembina River and Swan Lake. 6. Nearly all hills, morasses and alkaline lakes , unfit for settlement. 7. Broken by many hills and ravines ; soil generally good, especially in the valleys, but water supply poor. 8. Soil good, except western part where there are sand hills ; the Assiniboine and Cypress rivers flow through the township, and there is a fair supply of timber along the former. 9 and 10. Sand hills and muskegs ; unfit for farming. 11. Generally low and marshy and unfit for cultivation. 12. Only a small portion east of White Mud Creek fit for farming. 13. Northern portion sandy loam ; south useless unless drained ; good supply of timber ; good water at depth of six to twelve feet ; some good locations for settlement along Pine Creek. 14. Well adapted for settlement ; excellent soil ; water good and abundant ; plenty of timber. 15. Well adapted for agriculture ; hay lands especially good. 16 and 17. Partly occupied by the Big Grass Marsh ; land generally good and many desirable locations for settlement. 18. The north-west corner, intersected by the Big Grass River, is good, but balance of township unfit for settlement. 19. Contains a large number of muskegs, but has good growth of spruce and poplar. 20. Timbered with poplar and spruce ; soil medium quality.

RANGE 12.—Twenty townships. 1. Rather hilly but good soil, well adapted for farming ; Cypress River runs through northern part and has a few good trees on its banks. 2. Rolling prairie ; excellent soil , Crystal River crosses township in a southeasterly direction and supplies the purest water. 3 and 4. Well suited for settlement ; partly woodland, partly prairie ; soil good ; water abundant and excellent ; timber plentiful and of good quality. 5. Nearly all covered with brush ; soil in most parts good ; in the hills it is slatey ; Cypress River runs through north-east. 6. North-east portion rolling prairie ; remainder covered with brush and fallen timber ; soil in valleys black loam, slightly sandy. 7. Land undulating and soil good, except in northern tier of sections ; very little wood, but plenty of good water. 8. Unfit for cultivation, except the valley of the Assiniboine. 9 and 10. All sand hills and swamps not fit for settlement. 11. Good soil ; excellent water and plenty of it ; fair supply of building timber. 12. Low, wet swamps, useless, unless drained, except a few sections on Pine River. 13. Covered with dense swamp ; soil generally good, except south-west which is low and swampy ; plenty of good water by digging or from small creeks. 14. Well suited for settlement ; soil rich loam ; water good and plentiful ; timber abundant. 15 and 16. Well adapted for agricultural purposes ; soil good ; fair supply of wood and timber. 17. Good soil, well watered, but rather short of timber. 18. Well suited for settlement ; soil good, especially in south ; plenty of wood and the Big Grass River furnishes abundant supply of excellent water. 19. Mostly wooded with poplar and some spruce ; soil good, especially for hay ; and plenty of water. 20. Timbered with poplar and spruce ; excellent water ; land well adapted for stock raising.

RANGE 13.—Nineteen townships. 2. Rolling prairie ; good soil but little timber, and no water except in swamps and gullies and by digging. 3. Surface rough and broken, especially near Rock Lake ; large quantities of oak and poplar grow on margin of lake, from which the Pembina River flows. 4. Surface in most places broken with knolls and ponds ; low lands wet ; no streams, and nearly all the numerous small lakes are too salt for use. 5. Broken hills covered with brush, scrub, oak, and poplar ; alkaline lakes in sections of 25, 29, 31, 33 and 34 ; southern part brush and prairie. 6. Roll

ing land, hilly towards south ; soil good, except on hill spots, when it is gravelly ; well watered by Cypress River, a large creek, and a good spring. 7. Soil in north poor, in centre first-rate black loam, and south is half swamp, but what land there is is good ; good supply of water. 8. Assiniboine crosses northern part where land and timber are both good ; balance of township very poor. Western part sand-hills with brush, but no timber ; eastern has considerable oak, and south supplies spruce and tamarac of good size, with a stream convenient for floating it. 10. North-east and south-west sandy and of no value ; remainder fine prairie with fair supply of oak and poplar. 11. Surface hilly and broken, soil poor. 12. Surface hilly, soil second-class ; numerous muskegs ; easterly two-thirds timbered with heavy poplar, birch, and balm of Gilead. 13. Chiefly covered with good timber, except in the marshes, numerous small creeks. 14. Well adapted for agriculture ; the valley of the White Mud River, which crosses the township, is very rich ; and there is a good supply of timber. 15. Mostly light sandy loam. 16. Soil generally poor, and timber only fit for fuel. 17. Land mostly level, soil light sandy loam ; the marshes produce good hay. 18. Very little good farming land ; one-third of township is marsh or hay land, and nearly the whole township being low is flooded by the water from the Riding Mountains. 19. Totally unfit for settlement, except the southern sections. 20. Stony, gravelly, full of marshes, and unfit for settlement.

RANGE 14.—Twenty-one townships. 2. Chiefly rolling prairie, but poorly supplied with wood or water. 3. Soil dark loam, inclining to sandy ; watered by Pembina River, along which there is abundance of oak, elm, poplar and basswood. 4. Surface rolling or broken ; soil good dark loam ; no streams and few ponds or springs, and scarcely any timber. 5. Rough rolling land with plenty of hay swamps ; water nearly all alkaline, and soil gravelly. 6. About one-sixth swamp, balance good rolling prairie, low lands, rich black loam, uplands gravelly. 7. In south-east half, land is good black loam, balance wet swamp ; south-west part dry, level prairie, balance swamp ; about half north-east covered with poor poplar and a good many muskegs ; Assiniboine runs through north-west, on banks of which is good growth of poplar. 8. Mostly sand hills ; Assiniboine flows through eastern part, and the soil in its valley is good, and some sections well timbered. 9. North and south sandy ; centre well timbered with pine, tamarac, &c., watered by Pine River. 10. Southern part broken sand hills ; balance fine prairie well watered by Pine River, with fair quality timber. 11. East hilly, and soil sandy ; remainder level with a few small gullies ; soil sandy but good quality ; two small streams in township. 12. About one-third eastern part covered scrub, balance good undulating prairie ; water supply poor. 13 and 14. Inferior soil, swamps and no streams. 15. Nearly all excellent farming land, well watered by White Mud and other streams, along which is found ash, oak, elm, and maple. 16. West of the Beautiful Plain Ridge ; excellent farming land, well watered ; timber easily procurable from Riding Mountains. 17. Western half contains some good farming land ; eastern sections intersected by small gravel ridges ; soil light sandy loam ; a large marsh is formed in centre by two streams from Riding Mountains which supply good water. 18. About one-quarter marsh or hay land ; soil light sandy loam ; well watered but very little timber. 19. Mostly marshes and muskegs, except south-part, which is gravelly and very little fit for farming. 20. Mostly swamp ; soil gravelly ; generally unfit for settlement. 21 and 22. Low and wet, mostly covered by lakes and muskegs, and no good for settlement.

RANGE 15.—Twelve townships. 9. Not fit for settlement ; some fair poplar along Pine Creek. 10. Chiefly sand hills and swamps. 11. North and west, first rate black clay loam ; south-west, worthless for cultivation, but contains some fair timber. 12. Soil in whole township, first class, rich black clay loam ; well watered, but very little timber. 13. Beautiful rolling prairie, with excellent soil, watered by two branches of the White Mud River. 14. Soil generally rich ; well watered by White Mud River ; well wooded with poplar. 15. Sandy loam traversed by sand ridges ; water supply poor. 16. Soil, rich black loam ; township well watered by small streams ; north-westerly portion, at the base of Riding Mountains, is heavily wooded with large maple and poplar. 17, 18 and 19. Mostly part of the Riding Mountain, and better suited for lumbering than agriculture. 20. Sandy loam, with a few gravel ridges ; good water supply, and well wooded with poplar, cotton-wood, spruce, elm and oak.

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RANGE 16.—Eight townships. 9. South and west, mostly prairie of inferior quality, with small clumps of poplar, remainder nearly all sand hills. 10. Mostly sand hills, covered with small spruce and poplar. Mink, otter, moose and deer very plentiful. 11. Rolling prairie, with poplar and oak, but soil inferior, and there are no streams. 12. Rolling prairie; first-class soil, with much hay land and some swamps, but no streams. 13. Clear rolling prairie, soil rich loam; no streams, but water easily found in almost any section. 14. Rolling prairie, mostly clear, except west, which is well wooded with small poplar; well watered by the White Mud and its branches. 20. Totally unfit for settlement, being composed of deep ravines, muskegs, and lot wet land; whole township is a forest of birch, elm, poplar, &c. 21. Well wooded with spruce, white birch, elm, oak, &c., much of which is fit for building; several small streams afford good sites for mills.

RANGE 17.—Eight sections. 11 and 12. Rolling prairie, soil good dark loam; good water got at a depth of six to twelve feet. 13. Soil second class; very little water and that bad; not much timber. 14. Not well adapted for settlement; land mostly poor and water bad. 15. Inferior soil with a good deal of scrub; a belt of good heavy poplar crosses to township. 16. Surface undulating, soil in lowlands good black loam; muskegs frequent; water of the lakes bitter, but good water can be got in the swamps and muskegs by digging about two feet. 17 and 18. Surface rolling and rough; soil middling quality; many muskegs and small lakes, with some live springs.

RANGE 18.—Six townships. 11. Undulating prairie; no running streams but good in pools in southern part; soil red and gravelly, except in south, when it is black. 12. Broken prairie, hard and gravelly soil; not well watered. 13. Rolling prairie with good soil, covered with hazel, cherry and dogwood bushes. 14. Surface rolling, soil excellent quality; no streams, but water found at three to ten feet. 15. Well wooded and watered by the Little Saskatchewan. 16. Well adapted for settlement, land throughout being very fertile and well wooded; the Little Saskatchewan flows across south-west and presents some good mill sites.

RANGE 19.—Eight townships. 11. Soil good dark loam; no timber; no surface-water, but good water can be got by digging ten feet. 12. Prairie, with some poplar and scrub; soil good loam; swamps numerous but small; Little Saskatchewan crosses north-west. 15 and 16. Undulating surface; good soil; swamps and small alkaline lakes numerous; Little Saskatchewan flows through south, valley about one mile wide. 16. South half, undulating surface, good soil; Little Saskatchewan crosses north; valley swampy and liable to flood. 17. Well timbered with poplars, white birch, grey willow and spruce; soil good loam; Whirlpool River flows through east, affording good mill sites and excellent water. 18. Soil good loam; heavily timbered with poplar, white birch and spruce; Whirlpool River runs through township.

RANGE 20.—Seven townships. 11. Undulating prairie; soil rich dark loam; no timber except along banks of Rapid River. 12. Surface undulating, mostly covered with dense clumps of poplar, hazel and willow; soil dark rich loam; several alkaline ponds and no good water, except the Little Saskatchewan. 13. Undulating prairie, watered by Little Saskatchewan; good soil. 14. Fair township for settlement; surface undulating prairie with good soil; alkaline lakes numerous; but there are some fish-ponds, and water can be had at a few feet depth. 15. Rolling prairie, well watered by small lakes; considerable poplar in south-east corner. 16. Rolling prairie, fairly timbered, but not well watered, except in north, where the Little Saskatchewan flows through. 17. Township all heavily timbered with poplar; soil second quality; surface much broken by small lakes.

RANGE 21.—Eight townships. Surface hilly and broken by valleys of Assineboine and Little Saskatchewan; soil in bottoms rich, but uplands rocky. 12. North and west level prairie; south broken by Little Saskatchewan, which here presents many good mill sites; soil on banks stony, but in north good, deep loam. 13 and 14. Soil first-class; about one-third each section wooded, balance prairie; well watered by ponds and springs. 15 and 16. Undulating prairie, gravelly soil; some clumps poplar and willow;

swamps numerous but small. 17. One-third undulating prairie; nearly whole of balance well wooded with poplar fit for fuel and building; soil first-class, except on banks of Little Saskatchewan. 18. One-fourth prairie and willow scrub, balance covered with large poplars; soil first-class everywhere; Little Saskatchewan flows through north-west, and township is generally well watered.

RANGE 22.—Eight townships. 11. Prairie, in north broken in deep ravines, in middle flat, in south broken and stony; soil good black loam; well watered; some good elm, oak and ash on Assiniboine. 12. Prairie, broken by ravines; soil good dark loam; water to be had at depth of eight to ten feet. 13 and 14. Excellent soil, well wooded and watered; surface generally rolling; fair supply timber. 15. Principally prairie, with good soil, although gravelly in places; numerous good hay swamps; Oak River traverses township. 16. Undulating prairie; good dark loam; good poplars on shore of Salt Lake; springs of pure water abound on north-east shore of lake. 17. Nearly all rolling prairie and first-class soil, except a few salt and alkaline patches in the south. 18. Half prairie, half woodland; soil everywhere good; timber large and sound; numerous lakes, many of which are brackish, but cattle relish the waters very much.

RANGE 23.—Six townships. 11. Rolling prairie, broken by ravines, in most of which there is good water in ponds; soil dark loam; timber scarce. 12. Partly rolling prairie, partly wood; good soil; water easily obtained by digging. 13, 14 and 15. Undulating prairie with small bluffs of poplar; soil good and water excellent. 16. Surface undulating, principally prairie; soil, black sandy loam; Shoal and Raven Lakes supply good water.

RANGE 24.—Six townships. 11. Two small ridges traverse township from north to south, on which soil is hard and gravelly, but elsewhere of finest quality; no timber; no running water, and all the lakes are salt, but good water can be had at from four to eight feet. 12. Generally rolling prairie, without wood; soil deep, dry loam, excellent for farming. 13, 14, 15 and 16. Soil principally dark clay loam, with occasional gravel hills; several lakes of good water and numerous islands of timber and under-wood; these townships are all well adapted for settlement.

RANGE 25.—Five townships. 12. On each bank of the Assiniboine; surface rolling, broken by ravines towards river; some small timber; soil in valley, rich loam, elsewhere slaty with patches of loam. 13. Soil fair; township well watered by Arrowhead and other streams, and suited for settlement. 14. Undulating prairie, with good soil, watered by a creek of good water. 15. Soil dark sandy loam of good quality; considerable quantity of poplar in north; south chiefly prairie. 16. Soil dark sandy loam; surface undulating, principally prairie, but having numerous patches of bush, small swamps and clumps of poplar and high willow.

RANGE 26.—Five townships. 13 and 14. Surface rolling prairie, soil generally good loam; good water scarce; not much timber. 15 and 16. Mostly undulating prairie; soil, excellent quality, sandy loam; islands of inferior poplar numerous. 17. The soil and timber are the same as in the preceding township. There is a lake about three and a half miles long, and half a mile wide, in the middle of the township.

RANGES WEST OF 2ND PRINCIPAL MERIDIAN.

RANGE 25.—Three townships. 46. Soil good, covered with poplar and willow fit for fuel, but timber for building has to be brought from the Saskatchewan. 47. Situated within twelve miles of Prince Albert settlement; soil good; watered by Saskatchewan; timber fit for fuel and fencing. 48. Well adapted for settlement; soil, water and timber all good.

RANGE 26.—Three townships. 45. A broken township, soil good quality covered with

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brush. 46. Soil good at connection line and along the Saskatchewan, but running east and west through the township are a number of alkaline ponds, meadows and swamps, covered with young timber. 47. In close proximity to Prince Albert Settlement is a desirable location for settlers; soil and water good, and fair supply of timber for fencing.

RANGE 27. Three townships. 45. Surface broken by ridges and knolls; soil sandy in north and near Saskatchewan, but rich through middle of township from east to west, where there are good fresh water-lakes; plenty of poplar on banks of rivers. 46. Slightly undulating surface, with rich yellow soil; almost every section has meadow lands surrounded with bluffs of young poplar; a good fresh-water creek runs through the north-west sections; lakes are alkaline but not too salt for cattle. 47. Soil good, and good supply of fencing and building timber.

RANGE 28. Two townships. 45. Soil sandy; plenty of fresh-water lakes and good hay meadows; timber scrubby. 46. Soil fair; plenty of fresh lakes, ponds and creeks with excellent hay meadows; timber suited for building.

RANGE WEST OF 3RD PRINCIPAL MERIDIAN.

RANGE 1. Three townships. 45. Soil generally yellow sand covered with a thin layer of vegetable mould; Saskatchewan runs through south-easterly sections, and there the soil is clay covered with about fifteen inches of mould; township well watered with sweet water lakes and creeks; timber principally poplar from five to fifteen inches, but in western sections there is some spruce, tamarac and pine. 46. Soil sandy, but in two easterly tiers of sections it is loam covered with four or five inches of mould producing good crops of cereals and hay; the timber is pitch-pine, poplar and spruce, and is suitable for building; two good streams water north-east and south-west sections. 47. The soil is loam with a good covering of mould in the two easterly tiers where agricultural improvements are met with, but the south-westerly part is dotted with pine-clad sand hills from thirty to sixty feet high; the timber is small willow and spruce, pitch-pine, tamarac and poplar, the latter sixteen inches diameter.



"Collingwood Line" Steamers passing Thunder Cape, Lake Superior.

DIRECTORY.

MANITOBA.

Customs Department.

Winnipeg.—George B. Spencer, collector; C. Ubalde, Lindsay, appraiser; John Emslie, chief clerk; George H. Young, clerk; Charles N. Bell, clerk; R. J. Jones, landing waiter; George D. McVicar, landing waiter; E. J. Simcoe, acting landing waiter; Frederick J. Hoskin, acting landing waiter.

Out Port of North Pembina (West Lynne).—F. T. Bradley, sub-collector; William Mills, acting landing waiter and clerk.

Out Port of York Factory (Hudson Bay).—Joseph Fortescue, sub-collector.

Preventive Station.—(Opposite Smugglers' Point—20 miles west of West Lynne), W.P. Leslie officer.

Inland Revenue Department.

WINNIPEG.

W. F. Gouin, inspector of inland revenue for Manitoba and North-West Territories; Stewart Mulvey, collector of Inland Revenue for Manitoba and North-West Territories; F. H. Maisonneville, excise officer; Thomas George, messenger.

FORT MCLEOD (N. W. T.)

Major Irvine, deputy collector.

FORT WALSH (N. W. T.)

Major Walsh, deputy collector.

Receiver General's Department.

WINNIPEG.

ASSISTANT RECEIVER GENERAL'S OFFICE.

H. M. Drummond, acting assistant receiver general.

DOMINION AUDITOR'S OFFICE.

H. M. Drummond, acting auditor.

DOMINION SAVINGS BANK OFFICE.

H. M. Drummond, acting manager.

Department of the Interior.

Dominion Lands Office.

HEAD OFFICE, WINNIPEG.

Donald Codd, agent; A. J. Belch, assis-

tant agent; Rich. H. Hunter, accountant; Roger Goulet, senior clerk; Geo. F. Newcomb, Timber and Homestead inspector; A. L. Sabine, clerk; A. E. Fisher, clerk; M. B. Wood, clerk; Henry Powell, messenger.

BRANCH OFFICE, PORTAGE LA PRAIRIE.

Augustus Mills, local agent.

BRANCH OFFICE, EMERSON.

George Newcomb, local agent.

BRANCH OFFICE, LITTLE SASKATCHEWAN (N. W. T.)

Alexander Jaffery, local agent.

BRANCH OFFICE, PEMBINA MOUNTAIN.

Henry Landerkin, local agent.

Dominion Lands Survey Office.

Arthur H. Witcher, inspector of surveys; Rich. H. Hunter, accountant; Charles D. Rickards, draughtsman; Henry Powell, messenger.

Indian Branch.

WINNIPEG.

James F. Graham, acting Indian superintendent for Manitoba; L. J. Arthur Levesque, clerk; J. P. Wright, messenger.

AGENCIES.

D. McColl, inspector of agencies, office, Winnipeg.

Norway House.—H. Martineau, Indian agent.

Lower Fort Garry.—D. Young, M.D., Indian agent.

Portage la Prairie.—Francis Ogletree, Indian agent.

Emerson.—George Newcomb, Indian agent.

Lake of the Woods.—George McPherson, Indian agent.

Fort Francis.—R. N. Pither, Indian agent.

Department of Agriculture

IMMIGRATION BRANCH, WINNIPEG.

William Hespeler, immigration agent; Eugène Paradis, clerk.

DUFFERIN.

Jean E. Tetu, immigration agent; Enoch Windler, assistant agent and German interpreter.

PROVINCIAL COURTS.

Bench.

Hon. Edmund Burke Wood, chief justice; _____, puisne judge; _____, puisne judge. (*Both puisne judges recently deceased*).

Court of Oyer and Terminer and General Gaol Delivery, and of Assize Nisi Prius.

This Court sits twice a year, except when otherwise ordered by the Lieutenant-Governor in Council, viz.:—On the third Tuesday in October and on the first Tuesday in March.

The Court of Queen's Bench.

This Court sits in Bench four times every year, viz.:—Hilary Term, from the first Monday in February to the second Saturday following; Easter Term, from the first Monday in June to the second Saturday following; Trinity Term, from the last Monday in August to the second Saturday following; and Michaelmas Term, from the first Monday in November to the second Saturday following.

Officers of the Courts.—Allan Macdonald, prothonotary, clerk of the Crown, Peace, and Master of the Queen's Bench. William S. Kittson, deputy prothonotary.

Sheriff's Office.—Colin Inkster, high sheriff of the Province; Charles Constantine, deputy sheriff; James McIlroy, bailiff.

High Constable's Office.

Richard Power, high constable; David Huston, constable; William McDougall, constable; C. A. D. Tétu, constable; John O'Flynn, constable.

COUNTY COURTS.

Presided by the Chief Justice or by one of the puisne judges.

County Court for Selkirk.

This court sits six times in each year, viz.:—On the second Tuesday in February, April, June, August, October and December.

Officers of the Court.—Edmund Marston, acting clerk; Richard Power, high constable; _____, bailiff and constable; Maxime Goulet, constable; John W. Johnson, constable; Frank D. Stewart, constable; Pierre Berard, constable.

County Court for Lisgar.

This Court sits four times in each year, viz.:—On the third Tuesday in February, May, August and November.

Officers of the Court.—Thomas Norquay, clerk; John McDonald, constable; John Porteous, constable; James Matheson, constable; Thomas Peebles, constable; Dougall McLeod, constable; Henry Smith, constable.

County Court for Provencher.

This Court sits four times in each year, viz.:—The second Wednesday in February, May, August and November.

Officers of the Court.—Joseph Turenne, clerk; Jean Baptiste Tourond, deputy sheriff; Pierre Lachance, Jacques Tourond, Honoré Pariseau, Joseph Pelissier, Jean Rougeau; constables.

County Court for Marquette, East.

This Court sits four times a year, viz.:—On the third Friday in February, May, August and November.

Officers of the Court.—John McDougall, clerk; Charles Barron, deputy sheriff; Magloire Plante, Leon Chenier, Jean Baptiste de Leronde, Cuthbert Falson, constables.

County Court for Marquette, West.

The Court sits four times in each year, viz.:—On the first Tuesday in March and the last Tuesday in May, August and November.

Officers of the Court.—John McDonald, clerk; J. J. Setter, deputy sheriff; Selkirk Bannerman, W. Stinson, Andrew Peterson, John Rose, Geo. McRae, constables.

Provincial Police Court.

Presided by the Judges in their capacity of Stipendiary Magistrates. Sits when required.

Officer of the Court.—Edward Marston, acting clerk.

Manitoba Law Society.

Benchers.—Hon. Joseph Royal, LL.D.,

president; Samuel Clarke Biggs, B.A., secretary; John Farquhar Bain, B.A., treasurer; David Mair Walker, Hon. Joseph Dubuc, B.C.L., M.P.P., Francis Evans Cornish, M.P.P., Sedley Blanchard, Joseph Ryan, M.P., Allan Macdonald.

Law Students' Society.

Organized in 1877.

Hon. Chief-Justice E. H. Wood, president; John F. Bain, B.A., first vice-president; ———, second vice-president; E.

M. Wood, treasurer; William Laurie, recording secretary; D. MacGillivray, corresponding secretary.

General Committee.—E. M. Wood, Wm. Laurie, D. MacGillivray, and W. R. Black, B.A.

Post Office Department.

WINNIPEG (Head Office).

William Hargrave, assistant inspector and postmaster; J. O. Poitras, chief clerk; Charles Desormiers, clerk; L. O. Bourget, clerk.

POST OFFICE DEPARTMENT.

WINNIPEG (HEAD OFFICE).

WILLIAM HARGRAVE, Postmaster and Assistant Inspector.

J. D. ELLIOTT, Assistant Postmaster.

J. O. POITRAS, Chief Clerk.

FORTIER, BANGS, PRUDHOLME, and PONTIN, Clerks.

JOHN MCKENZIE, Messenger.

List of Post Offices in the Province of Manitoba and North-West Territories.

COUNTY OF MARQUETTE, MAN.

<i>Name of Post Office.</i>	<i>Name of Postmaster.</i>	<i>Name of Post Office.</i>	<i>Name of Postmaster.</i>
Alexandria	Thomas McInroe.	Golden Stream	D. McConnell.
Archibald	Alexander Bethune.	High Bluff	J. T. C. Ironsides.
Assiniboine	H. M. Hunt.	Lakeside	A. H. Cunningham.
Bale St. Paul		Lorne	Martin McDonald.
Beaconsfield	Charles Wright.	Meadow Lea	D. H. Scott.
Blythfield	W. H. Millar.	Miami	William Thompson.
Burnside		Minnewashta	James Connor.
Calf Mountain	S. A. Bedford.	Mountain City	W. C. Anderson.
Campbellville	Peter Campbell.	Nelsonville	
Crystal City	William Parr.	Newhaven	J. Davidson.
Gladstone	John L. Logue.	Oaklands	W. P. Smith.

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COUNTY OF MARQUETTE, MAN.—Continued.

<i>Name of Post Office.</i>	<i>Name of Postmaster.</i>	<i>Name of Post Office.</i>	<i>Name of Postmaster.</i>
Oakpoint	William Clark.	St. Laurent	Rev. J. Mulvihill.
Ossowa		St. Leon	O. Lafreniere.
Pembina Crossing	A. J. Mond.	Salterville	Richard Salter.
Pigeon Lake	J. M. House.	Silver Spring	— Armstrong.
Pomeroy	J. W. Phillips.	Stoddeville	John Stoddart.
Poplar Heights	J. J. McGeorge.	Thornhill	J. R. Bonney.
Poplar Point	James T. Newnan.	Totogan	John C. Ball.
Portage la Prairie	George Bates.	Wellington	Alexander Mooney.
Preston	William Bubharde.	Westbourne	A. E. Smalley.
Prospect	D. D. Frazer.	Woodlands	J. A. Montgomery.
St. Francois Xavier	J. Bte. Thibeault.	Woodside	

COUNTY OF LISGAR, MAN.

Balmoral	William Ashdown.	Park Creek	Fred. Fulsher.
Bird's Hill	H. E. Allison.	Peguis	Albert Monkman.
Clandeboye	R. J. T. Muckle.	Plympton	Edward Hudson.
Cook's Creek	George Miller.	Rockwood	
Dundee	D. W. McKay.	St. Andrew's	Thomas Sinclair.
Dynevor	Edward Thomas.	Selkirk	James Colcleugh.
Foxton	John Campbell.	Springfield	Roger Tuson.
Greenwood	Edward McKeow.	Stonewall	O. P. Jackson.
Lower Fort Garry	William Flett.	Sunnyside	Arch. Paterson.
Middlechurch	James Clouston.	Victoria	
Millbrook	R. Sutherland.		

COUNTY OF PROVENCHER, MAN.

Armand	John Ginn.	Ste. Agathe	Rev. C. Samoissette.
Clear Spring	William Lang.	Ste. Ann's	Alex. Chisholm.
Emerson	H. T. Lewis.	St. Jean Baptiste	Pierre Parveveau.
Green Ridge	W. Foulds.	St. Norbert	Rev. N. Richot.
Otterburne	Joseph Zirbes.	St. Pie	Felix Genlee.
Rat River	Hillaire Gagne.	St. Vital	A. Goudry.
Ridgville	John Bidlake.	Scratching River	William Gallie.
Rosseau Crossing	Duncan McKercher.	West Lynne	D. Matheson.

COUNTY OF SELKIRK, MAN.

Headingly	John Taylor.	St. Boniface	Joseph Dubuc.
Kildonan	James Frazer.	St. Charles	Mary Adshead.
Loretto	J. Bte. Gauthier.	St. James	W. F. Lane.
Prairie Grove	J. S. Robertson.	Winnipeg	John Hargrave.

KEEWATIN.

Cross Lake	H. N. Rutlan.	Hooswick	J. Christopherson.
Fort Francis	A. R. Little.	Pine Falls	T. H. Schneider.
Gimli	F. Fridriksson.	Rat Portage	F. W. Bent.

NORTH-WEST TERRITORIES.

Battleford	Hugh Richardson.	Hallsford	John Tanner.
Birtle	J. H. Wood.	Hazledean	H. McBain.
Blake	William Cairnes.	Little Saskatchewan	
Bridgecreek	George Frazer.	Oak River	James Little.
Carleton		Prince Albert	Alex. McBeith.
Eden	Joseph Honeyman.	Rapid City	Peter Ferguson.
Fort Ellice	Archibald McDonald.	Richmond	Joseph Amend.
Fort Edmonton	Richard Hardisty.	Salisbury	William Millar.
Fort Saskatchewan	E. H. Carr.	Shoal Lake	— Jaffray.
Grandin	M. Ouellette.	Stobart	Albert Scott.
Grand Valley	D. M. Trear.	Touchwood Hills	Angus McBeth.

HUDSON'S BAY COMPANY.**FARMING LANDS**

FOR SALE

IN MANITOBA AND THE NORTH-WEST.

7,000,000 ACRES

IN THE

GREAT FERTILE BELT.

The Hudson's Bay Co. now offer for sale farming lands in the districts of country described.

They are the owners, under the Dominion Lands Act, of two sections in every surveyed township in the great fertile belt. Each section consists of 640 acres, and will be sold either in block or in quarter sections of 160 acres each. In addition to these two sections in each township, a list can be obtained on application of lots owned by the Hudson's Bay Co., and which are now also offered for sale. They comprise some of the very best farms fronting on the Red and Assiniboine rivers. They include lands in the best prairie districts, capable of producing the largest and best crops of wheat; also land admirably adapted for cattle-raising; and a large number of wood lots.

These lands are the choicest lots in the country, and are offered for sale on exceedingly easy terms of payment. The prices range from \$3 to \$6 per acre and upwards, according to location and other circumstances.

The terms of payment are remarkably easy, viz.: one-eighth of the price in cash at the time of sale, and the balance in seven equal annual instalments, with interest at seven per cent. per annum on the amount due.

A purchaser of a farm of 160 acres, at say \$4 an acre, will only require to pay \$80 in cash, and an equal sum every year for seven years, with interest at seven per cent. per annum. A formal agreement is given him on the payment of the first instalment, which will be exchanged for a deed on the last payment being made.

The title to the Hudson's Bay Co. is direct from the Crown.

The Company is having all its lots in the several townships, as fast as they are surveyed, reported upon by competent surveyors, so that purchasers can have correct information in regard to the lands they desire to purchase.

The sections in each township, belonging to the Hudson's Bay Co., are numbered 8 and 26.

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The principal land office of the Company is in Main Street, Winnipeg, where full information can be obtained by settlers and parties desiring to purchase lands. An office is also open at 5 Peter Street, Montreal, where full information can also be obtained.

CITY AND TOWN LOTS.

CITY OF WINNIPEG

The Hudson's Bay Co. have also a large number of lots for sale in the City of Winnipeg, which has now a population of over 10,000 persons.

These lots are situated in the best and healthiest parts of the City, and are being rapidly disposed of at moderate prices.

The terms of payment are one-fifth in cash at the date of purchase, and the balance in four equal annual instalments, with interest at 7 per cent. per annum.

The Company has also laid out town plots at various other places, where lots are being sold on terms of payment similar to those at Winnipeg.

WEST LYNNE.

A town has thus been laid out at West Lynne, on the west side of Red River, next the boundary of the United States, and where a considerable number of lots have already been sold.

RAT PORTAGE

Another has been laid out at Rat Portage, where a station has been established on the line of railway from Winnipeg to Thunder Bay. Large lumber mills are now being built in the vicinity of this place, and there is a valuable extent of water mill privilege, belonging to the Hudson's Bay Co., admirably adapted for grist mills.

PORTAGE LA PRAIRIE.

At Portage La Prairie, 70 miles west of Winnipeg, a town has been in existence for some time, and a considerable number of lots sold. This is near the line of the railway running westward of Winnipeg, and is the centre of a splendid farming country.

GOSCHEN.

The town of Goschen is now also being surveyed and laid out in the Prince Albert district, on the main Saskatchewan River. This town will be the emporium for a large and rapidly increasing wheat-growing and cattle-raising district.

Other towns will be laid out as settlement progresses, and the necessity for them becomes apparent.

At each of the towns already laid out, excellent stores are owned by the Hudson's Bay Co., where goods of the best quality can be purchased on reasonable terms.

Grist mills are also in process of construction at various places for the accommodation of settlers, and where grain is purchased.

Letters addressed to the undersigned will be promptly replied to, and every information given to parties desiring to settle on these productive lands.

C. J. BRYDGES,
Land Commissioner, Hudson's Bay Co.

MONTREAL, CANADA,
October, 1879.

NIVERVILLE.

THE TOWN of NIVERVILLE, situated on the Canada Pacific Railway Branch, 20 miles south of the City of Winnipeg and 40 miles north of the Town of Emerson, is to the east supported by the flourishing Mennonite Reserve, in which are 500 families residing.

These settlers all pursue farming, and had, in the year 1878, 9,416 acres of land under cultivation, which that year produced 196,090 bushels of grain.

Adjoining this settlement to the east, are the thriving settlements of

CLEAR SPRINGS & POINTE DE CHENE,

With an aggregate area of 3,600 acres of land under cultivation.

To the west, Niverville borders on the fine lands in the

HALF-BREED RESERVE,

And those in the Red River Belt, which have all now come into market. Niverville is also the

NEAREST RAILWAY POINT TO RED RIVER,

Between Emerson and St. Boniface, also the nearest railway outlet to that flourishing Canadian settlement west of Red River.

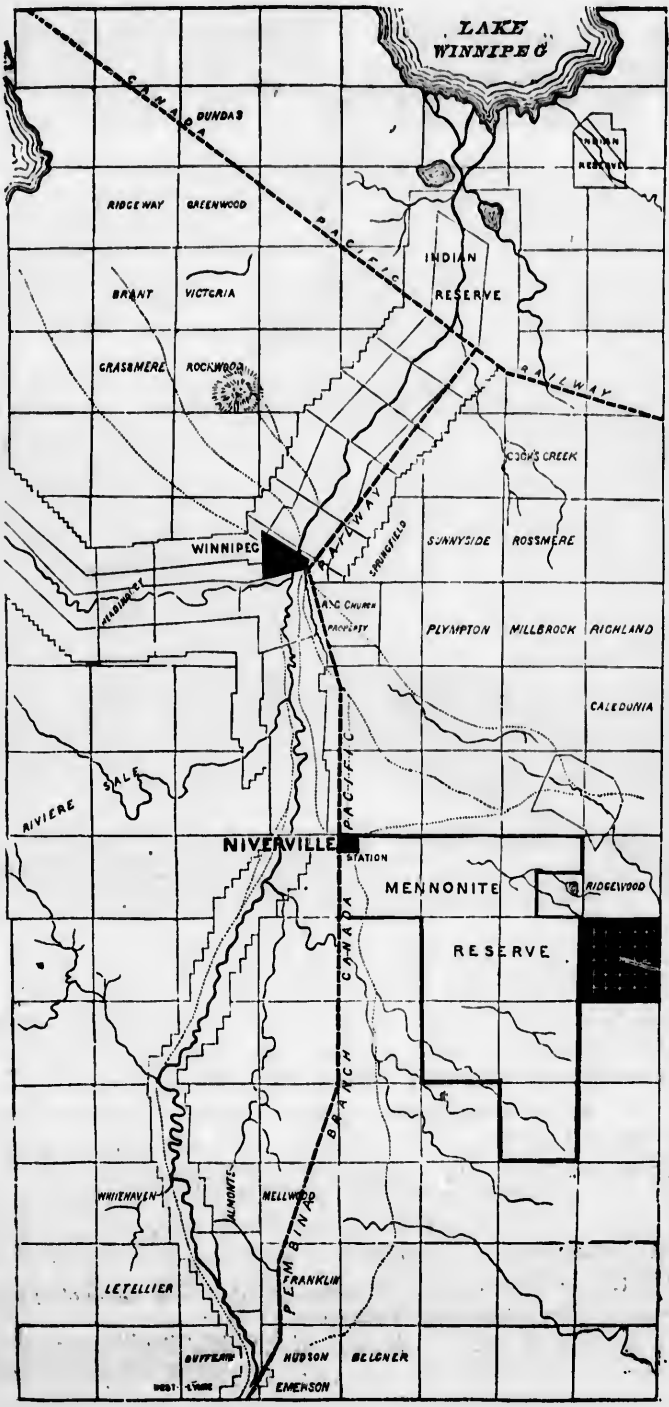
Niverville had its first building started in the month of April, 1879, and within three months after had one general store, one hotel, two dwelling-houses, and a large

GRAIN ELEVATOR,

With a capacity of 30,000 BUSHELS, erected.

That Niverville will be one of the most important stations on the Canada Pacific Railway is, under existing circumstances, a settled fact, and offers an unrivalled opportunity to business men and capitalists. Niverville has a daily mail and telegraph office, and a GRIST MILL is about to be started.

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NIVERVILLE.
 LOCATED IN THE GRAIN PRODUCING RED RIVER VALLEY MANITOBA.

ROSSIN HOUSE, TORONTO, ONT.



The Palace Hotel of Canada.

Re-Fitted, Re-Furnished, & Unrivalled in all its Appointments.

The only First-Class Hotel situated on the Principal Business Street in Toronto.

STREET RAILWAY CARS PASS THE DOOR.

ELEVATORS for Passengers and Baggage Running Night and Day.

PRICES REDUCED—\$2.00, \$2.50, and \$3.00 per Day for all Rooms, according to location, except those with Parlours and Baths attached.

The most courteous and attentive Officers will always be found on duty in the Office.

OMNIBUSES, with Porters in Attendance, on Arrival of all Boats and Trains.

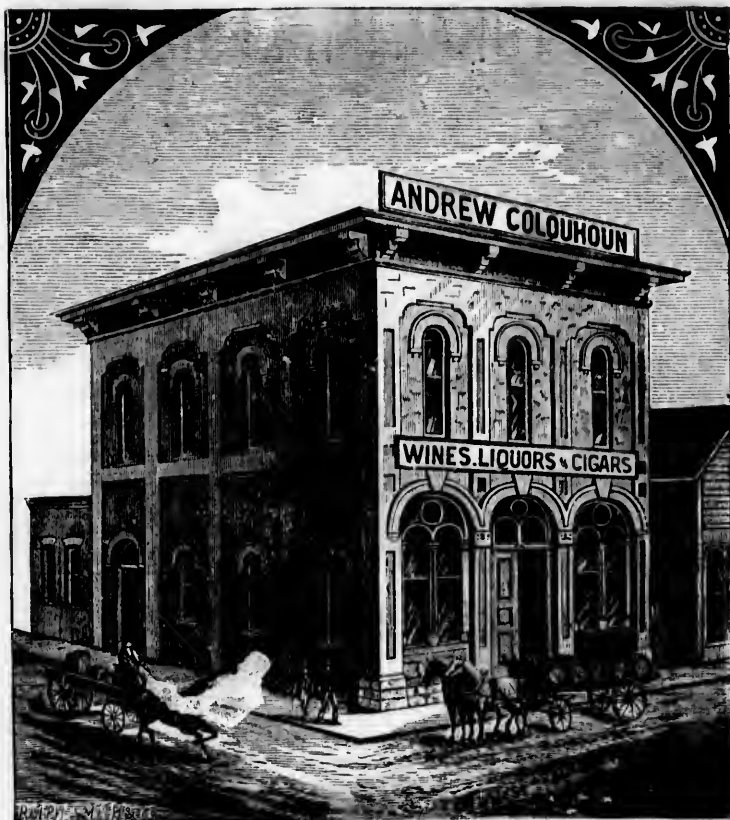
This HOUSE is the only FIRST-CLASS HOTEL in Toronto complete in all its appointments, with magnificent Parlours, grand Bed-Rooms, detached and in suites, lofty ceilings, imposing corridors, and equal to the best Hotels in the United States.

MARK H IRISH, Proprietor,
Late of the PARK HOTEL, Madison, Wis.

ANDREW COLQUHOUN,

—SUCCESSOR TO—

HASKINS & COLQUHOUN,



DIRECT IMPORTERS AND WHOLESALE DEALERS
IN

LIQUORS & CIGARS

No. 14 THISTLE STREET,

NEAR MAIN STREET.

WINNIPEG - - MANITOBA.

E. KELLY,

DEALER IN ALL KINDS OF

AGRICULTURAL IMPLEMENTS, &c.

WAREHOUSE:

*Three doors south of Scott & Co.'s Furniture Store***MAIN STREET, WINNIPEG.**

BRANCH WAREHOUSES AT PORTAGE LA PRAIRIE AND EMERSON.

PATTERSON & BRO.'S CELEBRATED

MAXWELL REAPER.

New Combination and Sprague Mowers.

Empire Drill and Seeder Combined.

Ithaca and Ontario Horse Rakes.

Fanning Mills, Ploughs, &c.

Speight & Son's Waggon.

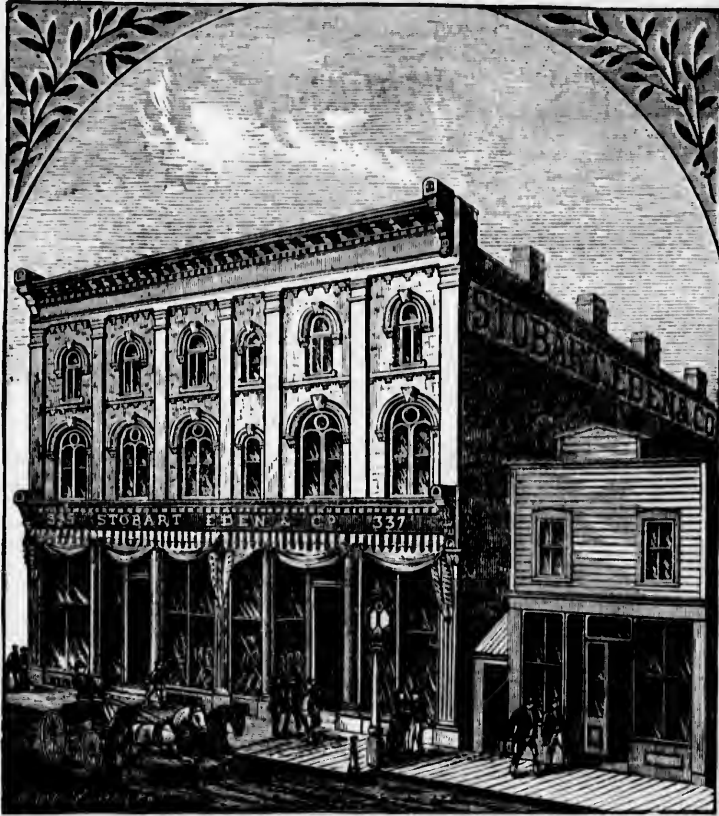
Waterous Engines and Mill Machinery.

Agricultural Steam Engines. Threshing Machines. Horse Powers. Iron Harrows. Buggies. Stoves. &c., &c.

STOBART, EDEN & CO.

GENERAL IMPORTERS OF

BRITISH, FOREIGN, AND AMERICAN
DRY GOODS.



GENERAL DRY GOODS.

TENTS, CART COVERS, RUBBER SHEETS, &c., &c.

READY-MADE CLOTHING AND CARPETS.

335 & 337 MAIN ST., WINNIPEG.

STOBART, EDEN & CO.

ST. BONIFACE STATION
GENERAL STORE & ELEVATOR,
MANITOBA.

Parties arriving in Manitoba will find everything in the way of

GROCERIES, PROVISIONS, LIQUORS.
DRY GOODS, CLOTHING,
BOOTS & SHOES, HARDWARE, &c.

ALL OF THE BEST QUALITY,

AND AT LOWEST WINNIPEG PRICES

ALSO,

TENTS & RUBBER BLANKETS

FOR PRAIRIE CAMPING.

☞ Purchasers will save trouble and expense by calling at
the above Store.

Arrangements have been made for completely
OUTFITTING IMMIGRANTS & OTHERS

AT REDUCED RATES.

FARMS IMPROVED AND UNIMPROVED,
FOR SALE

A. S. MALLOCH.

☞ When you arrive at the Depot, call and see our Goods.

A. G. B. BANNATYNE,

MAIN STREET.

WINNIPEG.

WHOLESALE AND RETAIL

DEALER IN

Groceries, Provisions,

Wines and Liquors.

Has constantly on hand a Large Stock of

TEAS, SUGARS, SYRUPS, TOBACCOS,

PORK, BACON, HAM,

FLOUR AND FEED, OATMEAL, RICE,

And everything in his line required by Immigrants, Surveyors, Freighters
Contractors, Country Merchants, and others,

At as Low a Price as any other House in Town.

CITY & TOWN LOTS FOR SALE

IN

WINNIPEG AND SELKIRK; AT CANADA PACIFIC RAILWAY
CROSSING OF RED RIVER.

ALSO,

RIVER LOTS AND QUARTER SECTIONS

In the most desirable parts of the Province.

HARDWARE,

WHOLESALE AND RETAIL.

The LARGEST, CHEAPEST, and best assorted STOCK
In the Province.

Hardware,

Stoves and Tinware,

Ploughs, Harrows, Waggon.

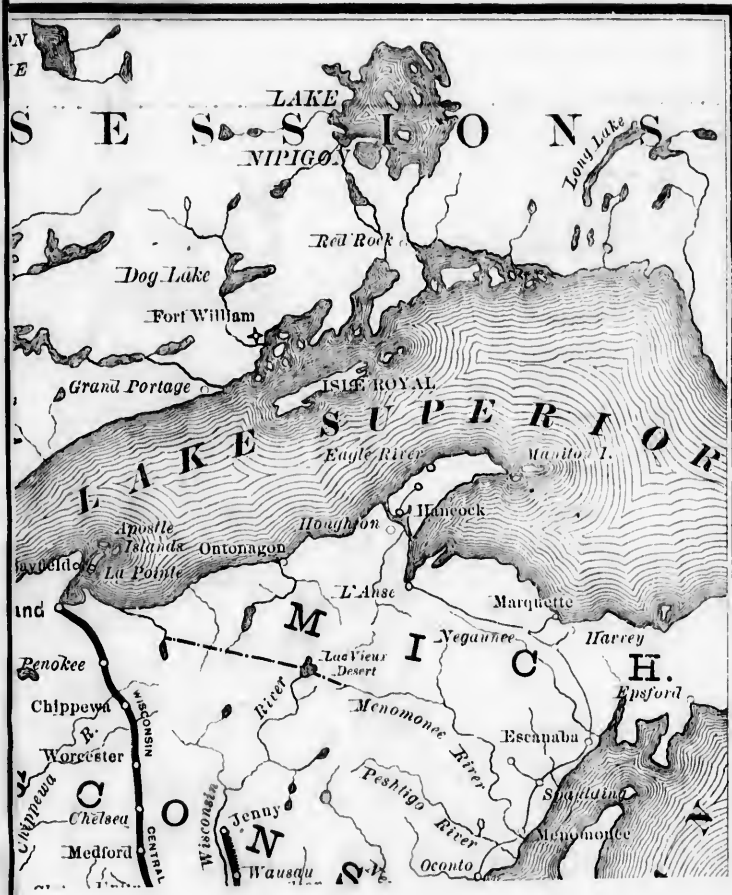
Ec., Ec., Ec.

Stoves, Nails and all kinds of Hardware
sold cheaper than they can be brought in from
the East.

Intending Settlers will find it to their advantage to call or
write for Prices.

J. H. ASHDOWN,

331, 333 MAIN STREET.



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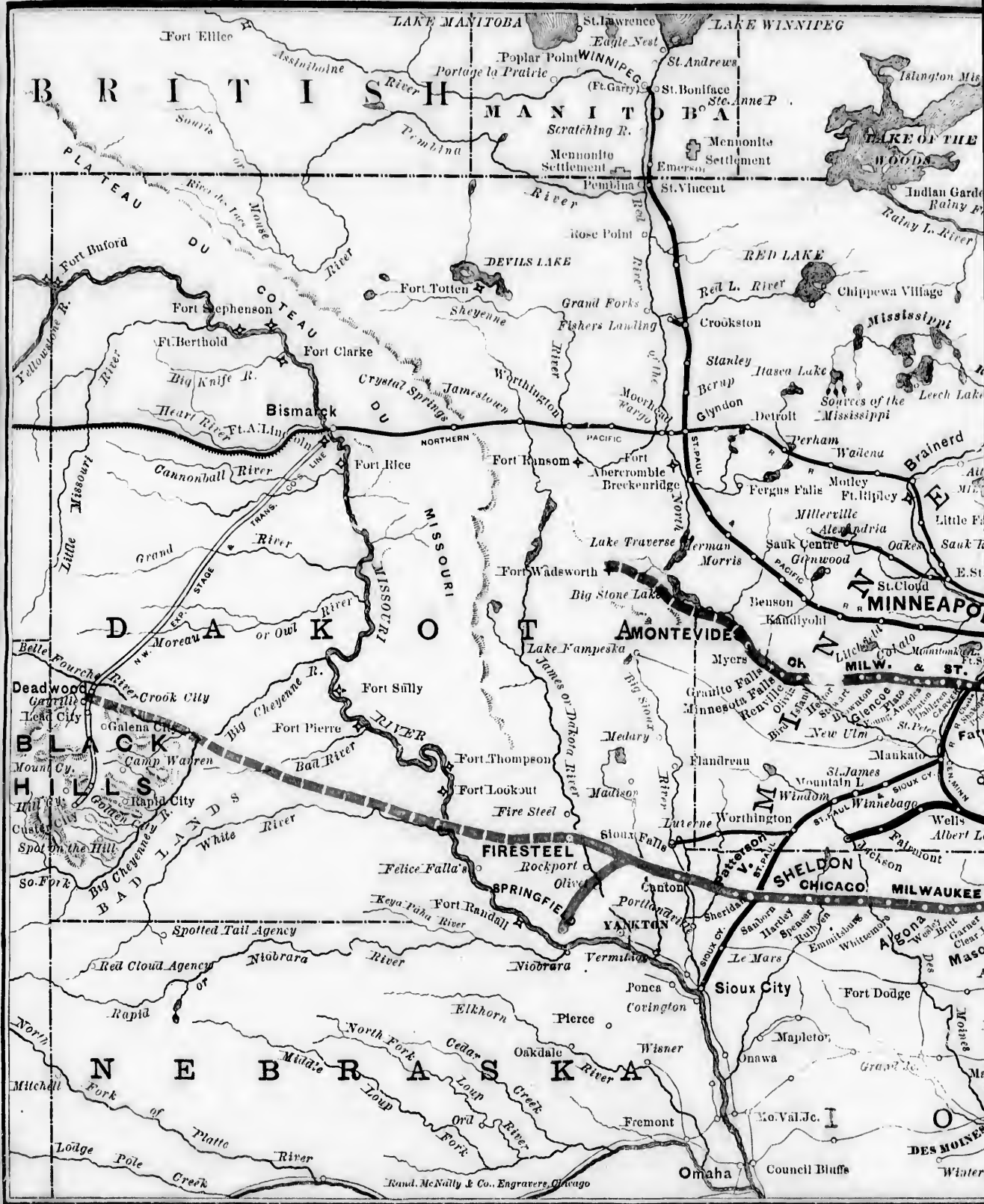
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PLEASE TAKE NOTICE!

THE
CHICAGO
MILWAUKEE
AND
ST. PAUL
RAILWAY

IS THE BEST LINE IN EVERY PARTICULAR BETWEEN

CHICAGO
AND
Milwaukee, La Crosse, Winona
ST. PAUL AND MINNEAPOLIS.
MANITOBA
NORTHWEST TERRITORIES,
AND
Valley of Red River of the North.

Passengers approaching Chicago, by any Railway, will find Parmelee's Omnibus Checkmen on the trains, who will exchange their checks, and give all requisite information. Parmelee's Omnibuses are on hand at all depots, on arrival of trains, to convey Passengers to the Depot of this Company.

Passenger Agents of this Company are at the several Depots, on arrival of connecting trains, for the purpose of directing and assisting passengers.

Tickets between Chicago and St. Paul, Minneapolis or points beyond, in either direction, are good either via Watertown, Sparta, LaCrosse, Winona, and the famed River Division, (over 130 miles along the shores of the Mississippi, in full view of its grand scenery), or via Madison, Prairie du Chien, McGregor, Austin and Owatonna.

Ample time for Meals at the best Railway Eating Houses in the country, under the supervision of those Princes of the Art Cuisine, Fox, Johnson and Williams.

SEE MAP HEREWITH.

CHICAGO—Passenger Depot, cor. Canal and West Madison Streets. Freight Depots, cor. Union and Carroll Streets. City Offices, 61 and 63 Clark Street.

H. S. MERRILL, General Manager.

A. V. H. CARPENTER, Gen'l Ticket & Passenger Agent.

BY THE LIVER OF THE LIVER.

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SEE MAP HEREWITH.

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BILL. General Manager. A. V. H. CARPENTER, Gen'l Ticket & Passenger Agent.

HARD MORAULT & CO. PRINTERS, CHICAGO

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THE JOSEPH
of Canada
reputation for
the lowest price
call the attention

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JOSEPH HALL MACHINE WORKS,

OSHAWA, ONTARIO.

ESTABLISHED 1851.

JOSEPH HALL MANUFACTURING COMPANY, Proprietors.

F. W. GLEN, President.

ROBERT WOON, Secretary and Treasurer.

THE JOSEPH HALL MACHINE WORKS are the largest of their kind in the Dominion of Canada, as well as the oldest. No other establishment has gained so high a reputation for producing only FIRST-CLASS GOODS. The HALL Co. do not aim to sell the lowest priced machines, but claim to sell the best and cheapest. They desire to call the attention of the Farmers of Manitoba and the North-West to their celebrated

"CHAMPION"

Self-Raking Reapers and Mowers,

EITHER SINGLE OR COMBINED.

TO THEIR

"HAYMAKER" OR, NEW CHAMPION SINGLE MOWER,

New Buckeye Grain Drill,

New Buckeye Broadcast Seeder.

THE "CHAMPION" HAY RAKE,

NEW AMERICAN HAY TEDDER,

ALSO, TO THEIR CELEBRATED

HALL THRESHER, OR SEPARATOR,

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Located at Oshawa, Ontario. Established in 1851.

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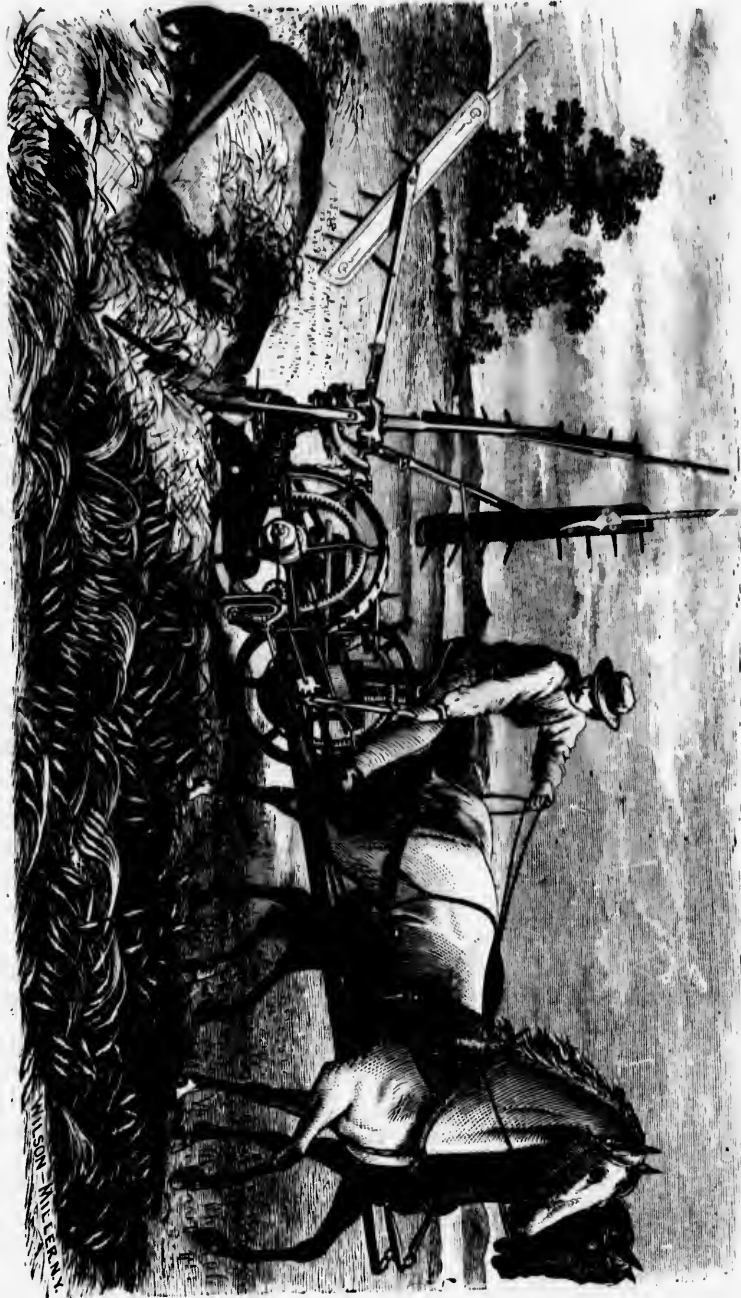
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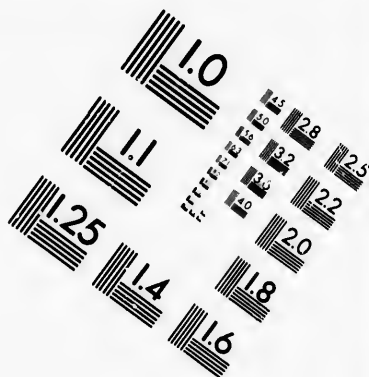
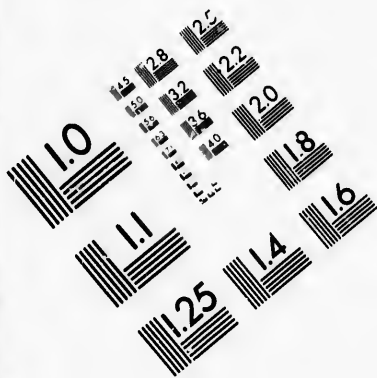
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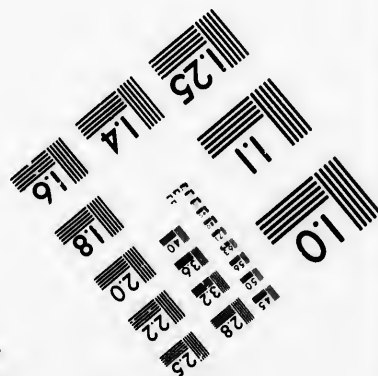
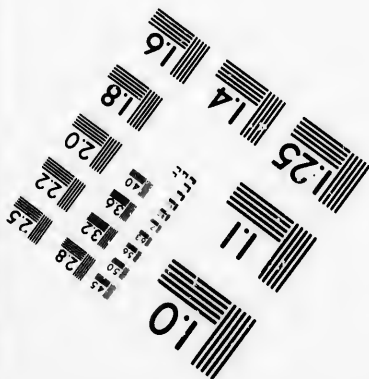
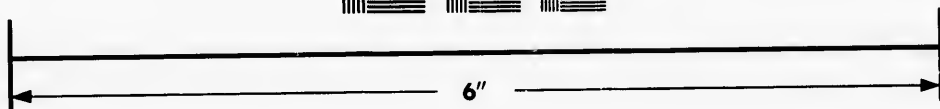
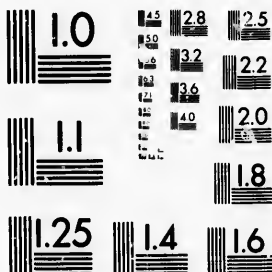
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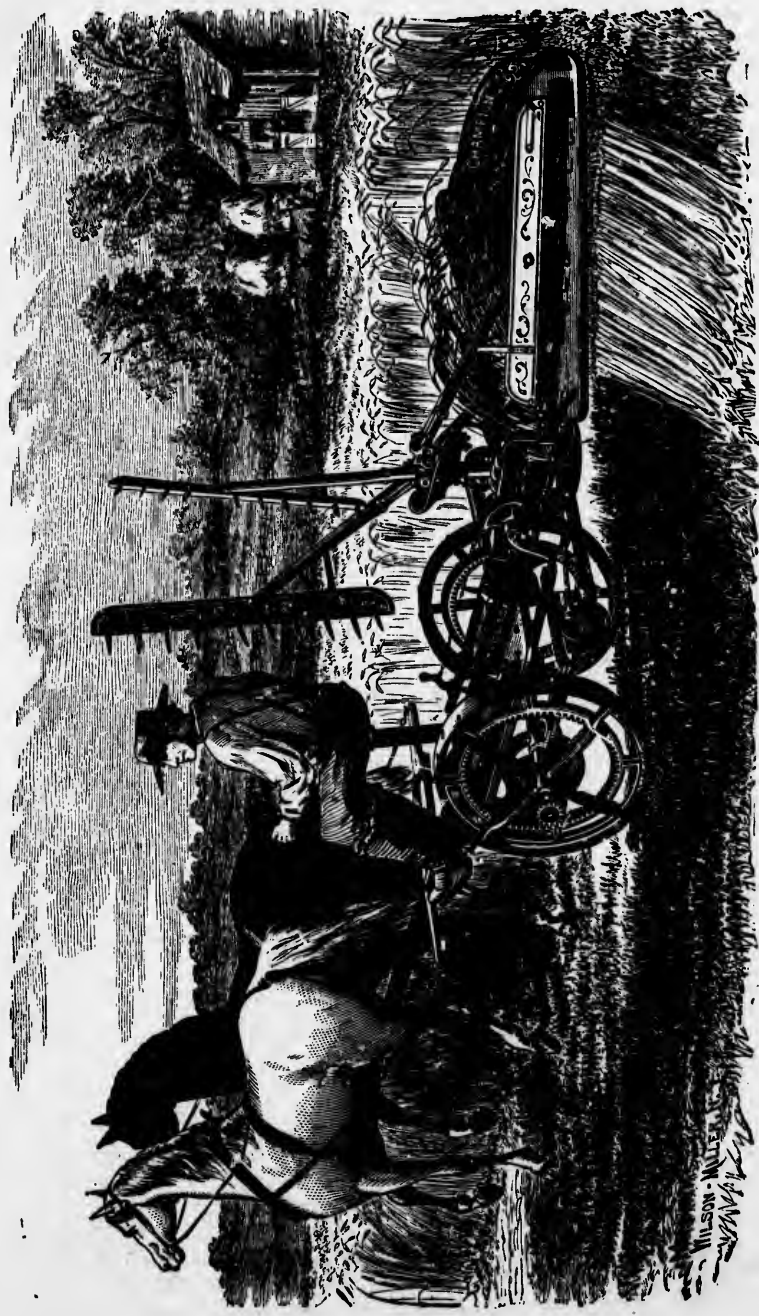


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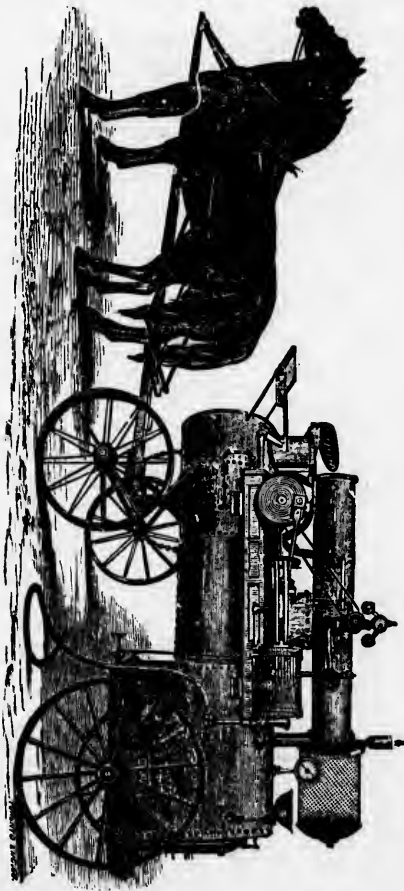
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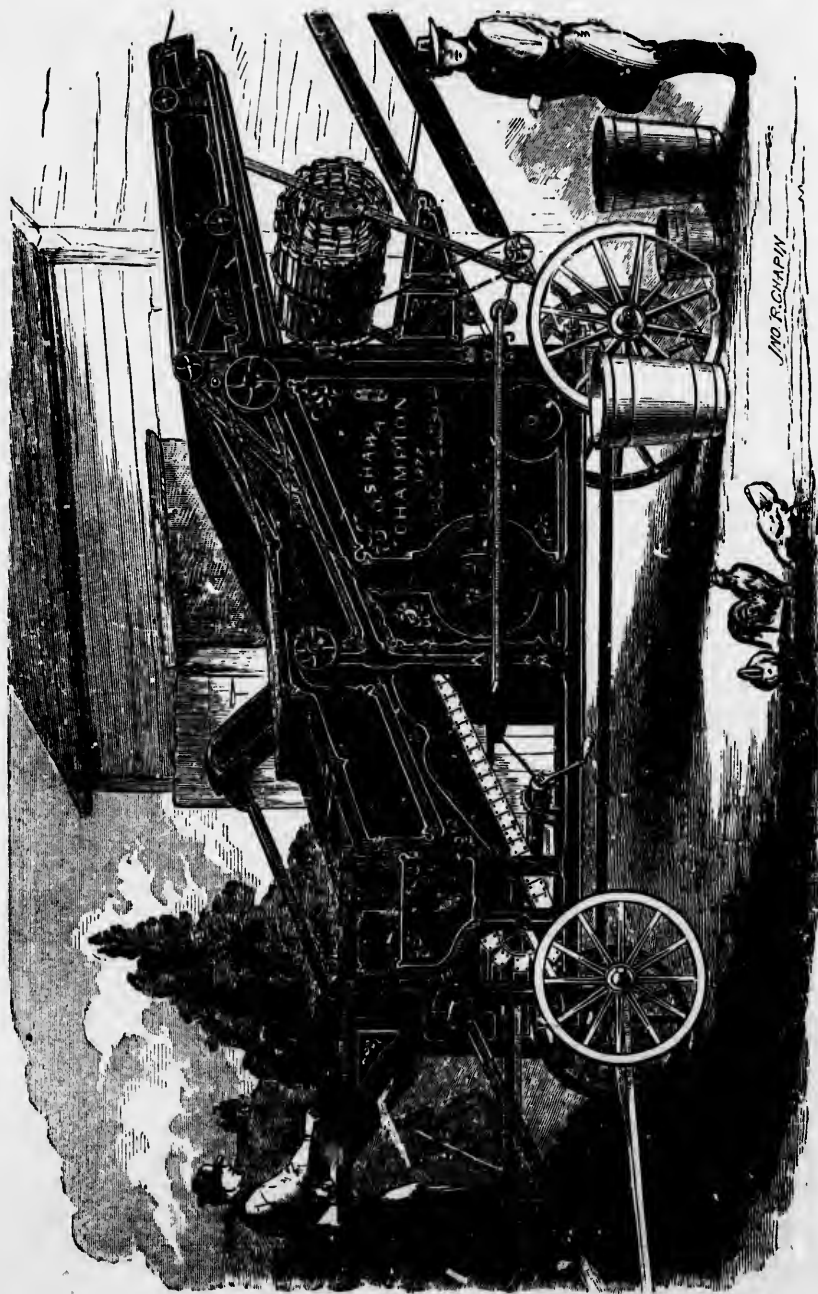
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THE ONLY LINE TO THE
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THE WINNIPEG AND WESTERN LINE OF STEAMERS,

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TO WINNIPEG.

TO THOSE EMIGRATING TO MANITOBA.

After arriving at any of the Ports at which this line calls, you will find the steerage accommodation superior to any on fresh water. On arrival at Duluth you are met by Mr. McNally, the Agent of this Line, who will assist you with your baggage and freight, and see to your personal comfort.

The use of the Reception House at Duluth and along the line of the Northern Pacific is free to the patrons of this Line.

After leaving Duluth on the Northern Pacific Railway (this road runs no Emigrant Trains), you are met at St. Vincent by the Agent of the Winnipeg and Western Transportation Company, who will conduct you on board the steamer which carries you through to Winnipeg.

Ship your cattle, horses, waggons and freight by the NORTH-WEST TRANSPORTATION CO., the boats of which have stalls for cattle and horses.

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LAKE SUPERIOR ROYAL MAIL LINE.

This Line consists of the following A1 Elegant'y Equipped Upper Cabin Steamers:

"MANITOBA".....	CAPT. J. B. SYMES.
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If you wish your Freight Handled with care, Delivered with Promptness, combined with Low Rates,

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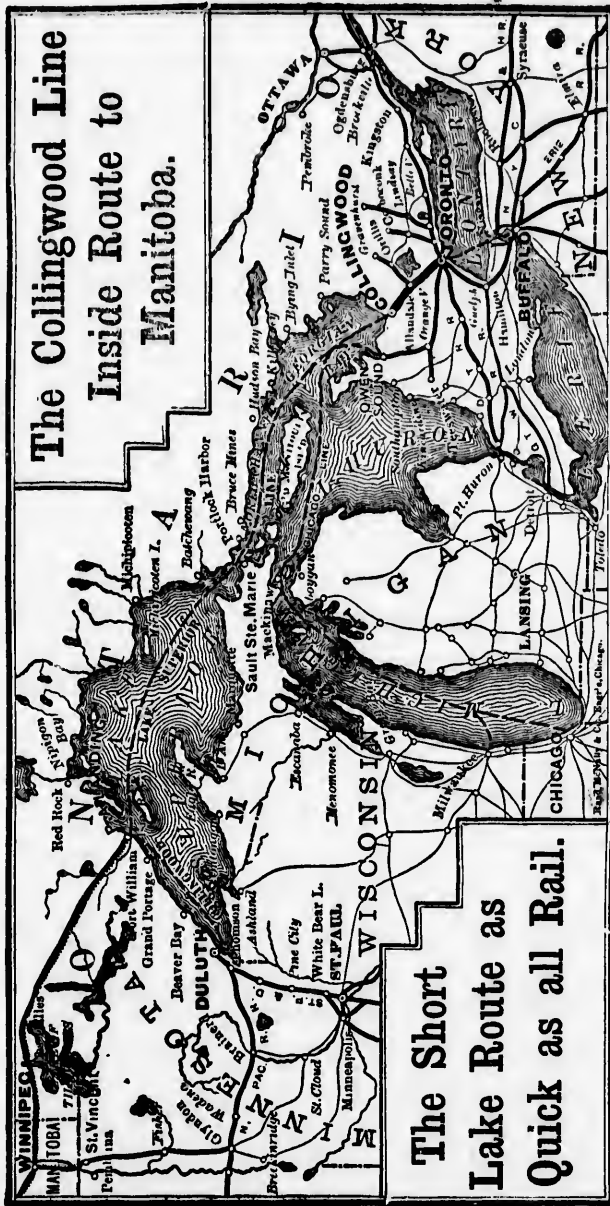
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QUEBEC to TORONTO—Grand Trunk R. R. TORONTO to COLLINGWOOD—Northern Railway.

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The Short
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SPLENDID POWERFUL STEAMERS BUILT SPECIALLY FOR LAKE SUPERIOR;

CITY OF OWEN SOUND (900 Tons.) FRANCIS SMITH (860 To Is.) CITY OF WINNIPEG (900 Tons.)

The Route.—The best way to travel is by the Quick Lake Route. The time through is about the same as "all rail," while you arrive at the end of your journey benefited by the trip.

LOOK AT THE MAP.—The Collingwood Line Route

IS THE NEAREST to the Lake by 70 miles from any place in Ontario East of Guelph.

IS THE INSIDE ROUTE, giving pleasant calm sailing along the sheltered route of the Georgian Bay and Great North Manitoulin Channel.

IS THE SHORTEST, being 100 miles shorter by Lake than any other to Duluth, Duluth is nearer Winnipeg than St. Paul, so take the Collingwood Lake Route, and save ONE THOUSAND MILES of Railway travel!

The Connections.

AT TORONTO, the Grand Trunk trains connect with the Northern Railway, where porters are in attendance to look after baggage, without expense or trouble. Check your baggage to Toronto. Carloads of Household Goods or Live Stock are sent through to Collingwood without any change.

AT HAMILTON, the Great Western connects with the Hamilton and North-Western Railway, whose trains run through direct from Port Dover to Collingwood.

AT COLLINGWOOD, the Trains run down the Dock alongside the Steamers, this makes a saving for each family going *via* Collingwood of at least three or four dollars.

AT DULUTH, the Dock and Railway Station are alongside, and your baggage is put on board the Northern Pacific cars free—now that the railway to Winnipeg is finished, you go right through by train to Winnipeg.

The Accommodation.—You have first-class cars on the Northern Railway. Steerage berths are provided on the Steamers, with separate accommodations for women and children. Hot water for tea supplied free. Hot meals at 25c. each. Bring your own bedding and eating utensils, and make yourself comfortable.

Baggage.—150 lbs. of Emigrant effects will be taken free with each full ticket. Our agent at Duluth, Mr. J. T. Rose, will meet the steamer, and without charge assist you in attending to your baggage.

Rates.—This Route will always be the CHEAPEST. Families will save from \$25 to \$30 each as against going by all Rail. Children under 5 years taken free, from 5 to 12 half fare, over 12 full fare.

Special Excursions by Special Trains on the Northern and Hamilton and North Western Railways will be made up for parties at rates far lower than in any other way, and the loads of freight and goods for these parties will be sent forward together.

It is agreed by everybody that the CHEAPEST way to get to Manitoba is by water; now this COLLINGWOOD ROUTE being sheltered for half the way, is the pleasantest, and it takes now only one day longer than "All Rail."

When the Canada Pacific is opened via Thunder Bay, this will be the "Bee Line," and quickest Route whether Lake or Rail.

EUROPEAN IMMIGRANTS

When exchanging or purchasing tickets on board ship or at Quebec, will ask for and obtain tickets *via* Collingwood.

For all information apply to all Grand Trunk and Royal Mail Line Agents, and

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SUTHERLAND'S BLOCK,

MAIN STREET, WINNIPEG, MANITOBA,

HAVE A LARGE AND WELL-ASSORTED STOCK OF

Shelf and Heavy Hardware,

STOVES AND TINWARE.

Cutlery of the best makes. Nickel, Silver and Silver-plated Spoons and Forks.

BUILDERS' HARDWARE.

Carpenters' Tools, with a full assortment of Disston's celebrated Saws. Building Paper, tarred and plain; Carpet Felt.

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Scythes, Snaths, Cradles, Forks, Hoes, Shovels, Spades, Sowitt's Renowned Files, Axes, Cross Cut Saws, Belting, Lace Leather, Soap Stone and other Packing. Manilla Rope, Deep Sea Line, Twine, Oakum, Traps, Camp Outfits.

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The LARGEST, PUREST, and MOST ATTRACTIVE STOCK of
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A Full Assortment of WYETH'S ELEGANT.

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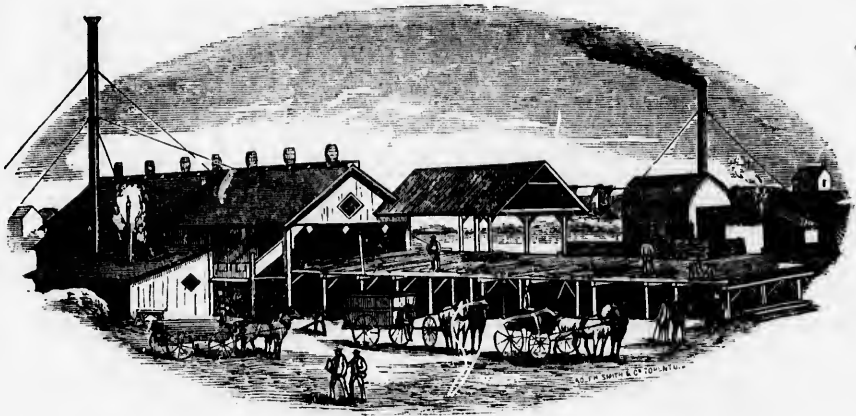
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Settlers will find it to their advantage to call and see us.



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Particular attention paid to commercial men and tourists, and satisfaction guaranteed both as to price and accommodation.



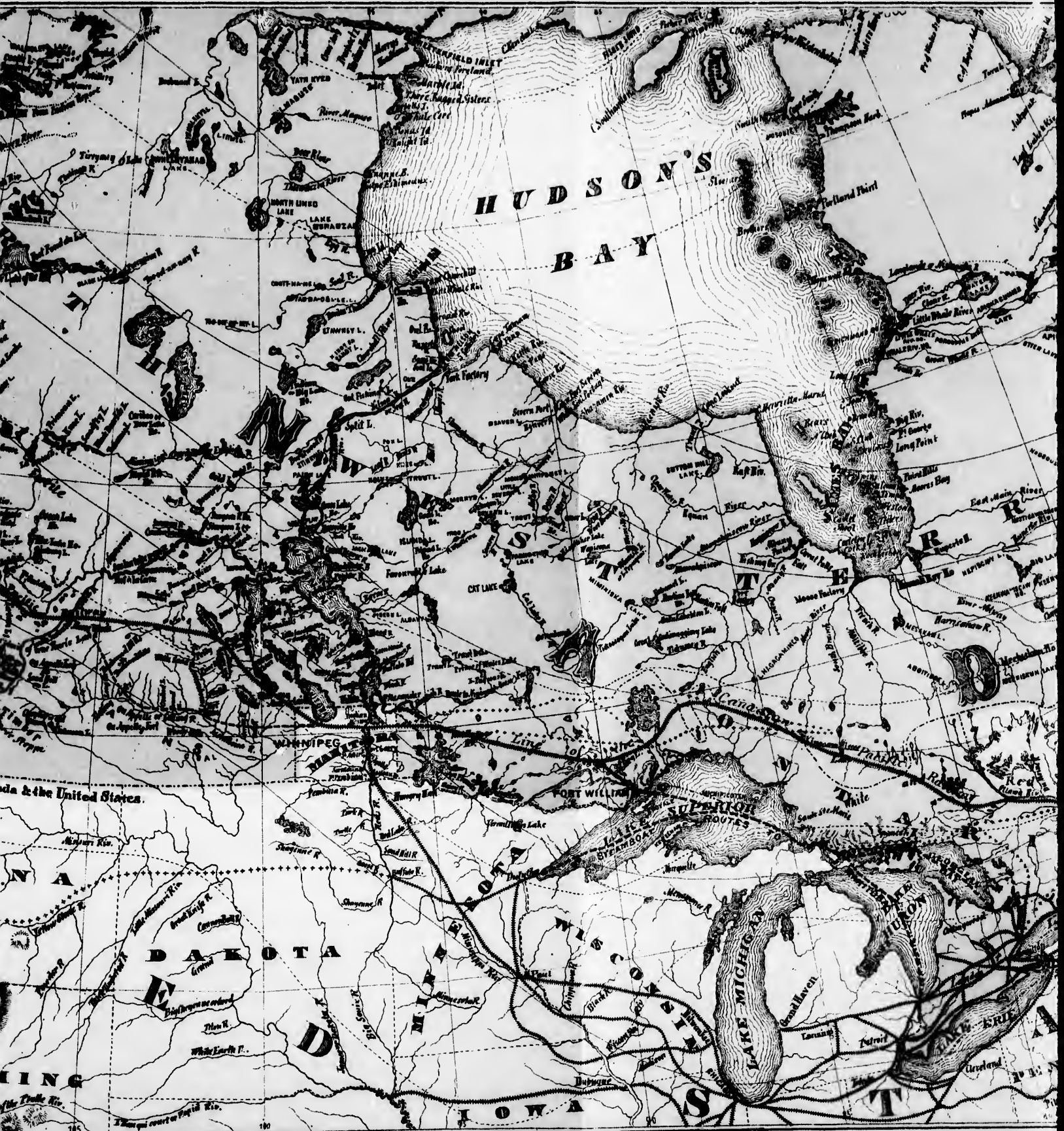
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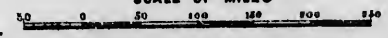


MAP
OF
CANADA
AND
PART OF THE UNITED STATES.

Compiled from the Latest Authorities

1880.

SCALE OF MILES



The Fairland Lithographic Co. Montreal.

References.

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- Projected Railways: + + + + +
- Boundaries of Canada: ————
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The shortest, safest, quickest, and most comfortable routes are those owned by the Chicago and Northwestern Railway Company. It owns nearly two thousand miles of the best road there is in the country. Ask any ticket agent to show you its maps and time cards.

Buy your tickets *via* the CHICAGO AND NORTHWESTERN RAILWAY for

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For Council Bluffs, Denver and California.—Two through trains daily, leaving Chicago at 10.30 a.m. and 9.15 p.m., and arriving at Council Bluffs at 9.30 a.m. and 7.45 p.m. With Pullman Palace, Hotel and Sleeping Cars through to Council Bluffs.

For St. Paul, Minneapolis and Manitoba.—Two through trains daily, leaving Chicago at 10.00 a.m. and 9.00 p.m., and arriving at St. Paul 5.30 a.m. and 2.24 p.m., arrive at Minneapolis 8.23 a.m. and 6.25 p.m. With Pullman Palace Cars on all trains.

For Green Bay and Lake Superior.—Two trains daily, leaving Chicago at 9.30 a.m. and 9.00 p.m., arriving at Green Bay at 8.20 p.m. and 6.15 a.m., and Marquette at 3.55 p.m. With Pullman Palace Cars attached.

For Milwaukee.—Four through trains daily, leaving Chicago at 8.00 a.m., 10.00 a.m., 5.00 p.m., and 9.00 p.m. Pullman Cars on night trains.

PARLOUR CHAIR CARS are run by this line only, between Chicago and Milwaukee.

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For Dubuque, via Freeport.—Two through trains daily, leaving Chicago at 9.15 a.m., and 10.15 p.m., arriving at Freeport 3.15 p.m. and 3.15 a.m., and Dubuque 6.30 p.m. and 6.30 a.m. With Pullman Cars on Night train.

For Dubuque and La Crosse, via Clinton.—Two through trains daily, leaving Chicago 10.30 a.m. and 9.15 p.m., arriving at Dubuque 6.20 p.m. and 6.30 a.m., and La Crosse at 3.40 p.m. With Pullman Cars on night train to McGregor, Iowa.

For Sioux City and Yankton.—Two trains daily, leaving Chicago at 10.30 a.m. and 9.15 p.m., arriving at Sioux City at 12.20 noon and 10.20 p.m., and Yankton 6.14 p.m. Pullman Cars to Missouri Valley Junction.

Tickets over this Route are sold by all Ticket Agents in all coupon ticket offices in the United States and the Canadas.

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Pullman Palace Sleeping Cars between Chicago and St. Paul.

These cars are run THROUGH on both morning and evening trains.

Air Brakes! Patent Platforms! Fine Scenery! Finest Coaches! Best Eating Houses, Etc., render this the

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(SEE SECOND PAGE OF COVER.)

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OVER 1300 MILES UNDER ONE MANAGEMENT

MANITOBA

Emigrants from Europe to the rich wheat-producing lands of Manitoba, and the Agricultural and Mining districts of British Columbia, will find the cheapest and best route via Quebec or Portland and the Grand Trunk Railway of Canada.

This is the legitimate route to the North-west, affording a continuous trip and making direct connections with the steamer lines from Sarnia and Collingwood, and by rail through to Fort Garry, Winnipeg, and all points in the North-west Territories.

Passengers arriving at Quebec or Portland are transferred with their baggage free to the railway trains, which run alongside the vessel at the wharf.

Depots or Stations for the reception of emigrants are provided at Quebec, Sherbrooke, Montreal, Ottawa, Kingston, Toronto, Hamilton, London, (Ont.) and Winnipeg, where full information will be afforded and prompt assistance rendered to intending settlers by the Emigration Agents.

Information as to passage tickets and rates of passage by the various lines, can be obtained upon application at the Office of the Grand Trunk Railway, 21 Old Broad Street, London, E. C. and the offices of the Canadian Steamship Lines in Liverpool, and throughout Europe.

TO SPORTSMEN AND EXCURSIONISTS.

Tickets will be issued by all rail, or by rail and the Lakes, to the various points in the North-west during the sporting season.

Apply for full information to steamship agents at Liverpool and in Europe, and at the Office of the Grand Trunk Railway, 21 Old Broad Street, London, E. C.

JOSEPH HICKSON,

General Manager Grand Trunk Railway.

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